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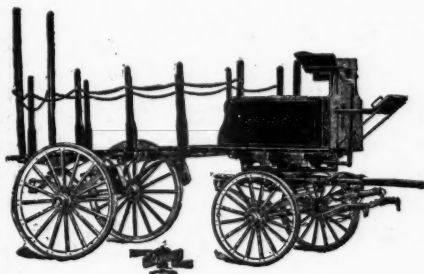
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THE TEAM OWNERS REVIEW

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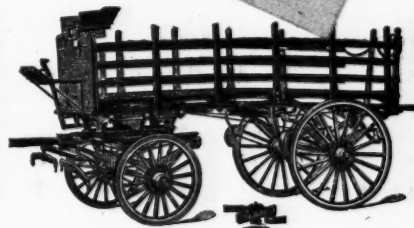


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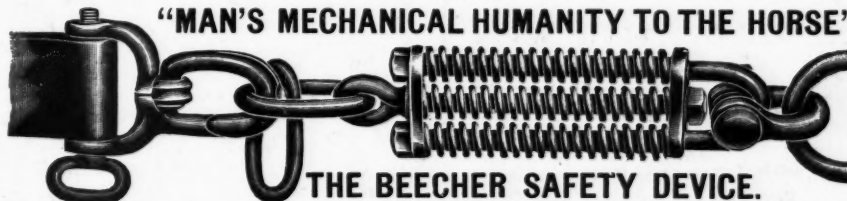
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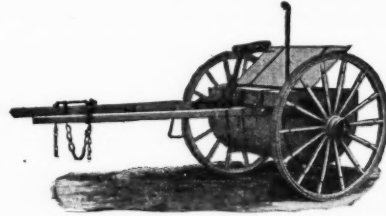
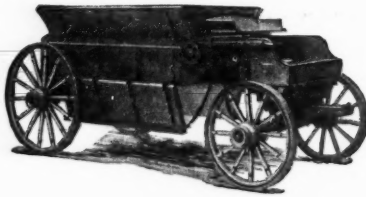
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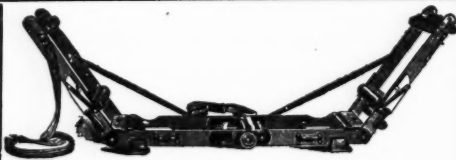
THE TEAM OWNERS REVIEW.



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OF EVERY KIND MADE BY US—WHETHER FARM WAGONS,
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STAND TO-DAY AS THE PERFECTION IN WAGON BUILDING.

THE TIFFIN WAGON CO., TIFFIN, OHIO.



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Do not be Deceived into buying
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Mover is made of selected hickory and is thoroughly
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**"BE GOOD"
TO YOUR HORSES
USE FRAZER'S AXLE GREASE
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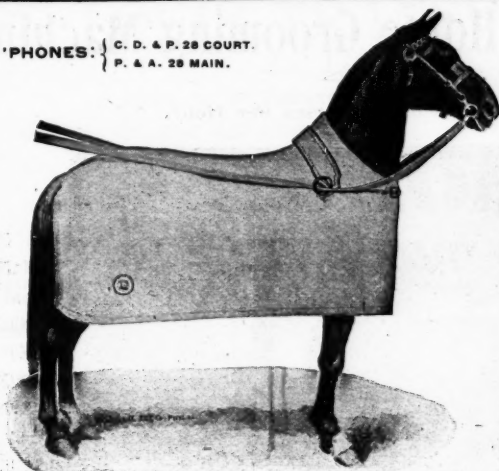
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Many Thousand Tubs of this Grease are sold weekly
to the Truckmen of New York City, their Trucks are
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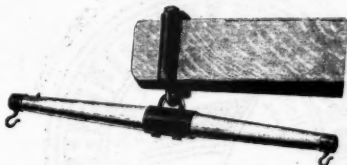
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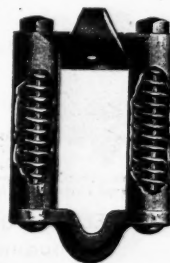
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HERE IS A WRINKLE.

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They are cheap,
They take the jar from the horses' shoulders,
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They "give" enough to encourage a horse in starting a load,
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W. I. McDOWELL & CO., Distributors,

725-28 WABASH BUILDING,

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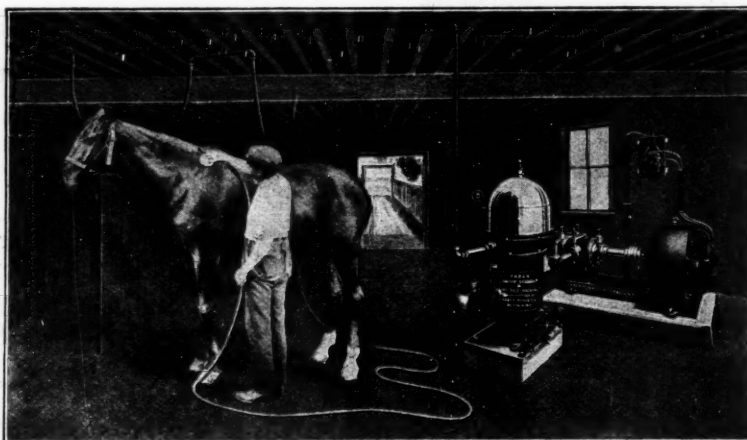
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BUILT IN THREE SIZES.

Grooming Capacity 15, 30 or 60 Horses Per Hour.

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ALL DIRT,
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Advice and directions as to treatment on each bottle. This is not a liniment.

Sent by Mail, Price \$1.50

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SOLD BY HARNESS DEALERS 3 OZ. BOX,
10 CENTS. 5 POUND PAIL, \$1.00

"Please ship us a five-pound pail of U. S. Metal Polish Paste. It is the best I ever used in all my experiences."

Yours truly,

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REVIEW brings results.

ST. LOUIS TRANSFER COMPANY,

ST. LOUIS, MISSOURI,

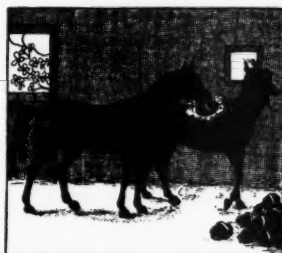
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GENERAL RECEIVERS AND FORWARDERS,
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EXTENSIVE STORAGE WAREHOUSES,
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THEY ALL LIKE IT
THAT'S WHY HUNTERS NO. 3 GENERAL PURPOSE
HORSE BRUSH
IS MAKING
THE HUNTER BRUSH CO.
FAMOUS

Prices are the same to all—\$3.50 a dozen or \$42.00 a gross. Orders of 3 dozen or more f. o. b. your city. Terms 2 per cent. ten days, 30 days net on all orders over 3 dozen, under that cash with order.

FACTORIES: BLANCHESTER, OHIO.

The COMMERCIAL VEHICLE

Published Monthly.

1402 Broadway, New York.

Team owners and livery men throughout the country are seeking exact information about motor driven vehicles. This can be found in the pages of "The Commercial Vehicle" which are devoted exclusively to commercial motor vehicles. The subscription price is Two Dollars a year. A sample copy will be mailed to any address on receipt of request.



STORAGE,
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INDIANAPOLIS,
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DESIRABLE AGENTS WANTED.

Team owners preferred. Send for FREE sample of our WOOLFAT, HOOF SOFTNER for the cure of horses' feet and sores of all kind. We name but one resident agent in each locality. Enormous demand; factory flooded with orders from farmers and horse owners. Address,

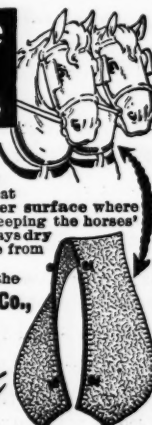
E. J. WORST, Ashland, Ohio.

No More Sore Shoulders

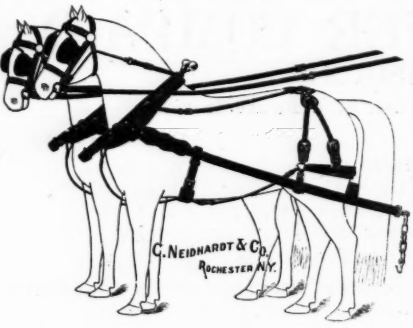
Ventiplex, the new collar pad, positively prevents galls and sore shoulders. Made of a new fabric that carries all sweat and moisture to the outer surface where it evaporates, thus keeping the horses' necks and shoulders always dry—comfortable and free from galls, sores, etc.

Manufactured only by the
Burlington Blanket Co.,
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Ventiplex
PADS



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"Neidhardt Harness"

are made of good material and will give you entire satisfaction. They are made for service.

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Hotel Ponce de Leon
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WHEN AT
ATLANTIC CITY
Virginia Avenue and the Beach

The Hotel Ponce de Leon is newly furnished throughout with rare taste, and possesses all modern requisites for convenience and comfort of guests.

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A Booklet will be gladly furnished on application.

Rates running from \$12.50 to \$30.00 per week, according to location of the rooms.

Official Hotel American Motor League and the International Automobile League.

Garage Capacity 200 Machines

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ALFRED B. GRINDROD
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IT OUTLASTS OTHER AXLE GREASES.

Dixon's Graphite Axle Grease lasts from 2 to 5 times as long as most greases—because of the durability of its base, Dixon's Flake Graphite. Write for free sample.

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JERSEY CITY, N. J.

THE CLIMAX TRACE



is made of the best $\frac{3}{8}$ inch cable wire, specially prepared, coated and vulcanized by our own secret process of rubber covering, giving the trace a smooth, round surface, with no sharp or rough edges, and we GUARANTEE a tensile non breaking strength of 40,000 lbs. to the set.

All exposed parts of the trace are made of best malleable iron, finished plain, black japan, brass or nickel as ordered.

Chains Furnished
American, Western, English or California Standard, as ordered.

The Climax has an unlimited life, is strong, durable and INEXPENSIVE. We equip the traces with Brass connections for belly and back straps, although they are not shown in illustration, as these are put on when traces are shipped as some communities require these connections at different lengths. We use Our own SECRET PROCESS and metallic compounds in uniting the Iron parts with the Steel Cable.

OUR CHAINS ARE ALL PROOF TESTED

CATALOGUE ON REQUEST

The Spencer Manufacturing Co., Spencer, W. Va.

THE TEAM OWNERS REVIEW
One dollar per year, and worth twice the amount to the live teamster.



A PLAIN QUESTION OF PROFIT.

The maintenance expense of your vehicles is the one perplexing problem which you must solve.

WHEN YOU CONSIDER THAT

TIMKEN ROLLER BEARING AXLES

reduce the draft 50 Per Cent., save wear and tear on both horse and vehicle, and save feed bills, you can readily see where it is more profitable to use TIMKEN ROLLER BEARING AXLES than any others.

TIMKEN ROLLER BEARING AXLES require oiling but once a month, and are guaranteed for Two Years.

Let us tell you more about how to GET THE PROFIT.

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KRESO DISINFECTANT

FOR THE STABLE

Prevents infectious diseases. Kills disease - germs, parasites, lice, maggots, worms. Cures galls, grease-heal, scratches, thrush, proud flesh, mange, sores, collar-boils, barb-wire cuts, etc.

DISINFECTS, CLEANSSES AND PURIFIES

Write for circulars giving directions for the use of Kreso.

THERMOFUCE

The Ideal Veterinary Poultice. Always ready to apply. None of the dangerous qualities of the old vegetable poultice. Send for booklet on its use, and illustrations "HOW TO BANDAGE A HORSE."

OTHER VETERINARY SPECIALTIES:

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Laboratories: DETROIT, Michigan, U. S. A.; WALKERVILLE, Ont., Can.; HOUNSLOW, Eng.

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THE "GIBSON" CRUSHER

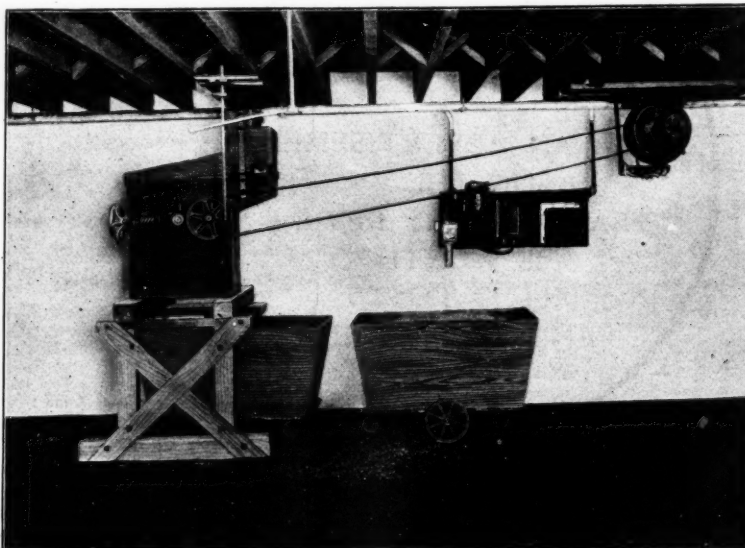
is guaranteed to Save 15 per cent. on whatever quantity of whole Oats you feed your horses, or ship the Crusher back to us at our expense. Try it first before you buy.

OUR TERMS OF SALE ARE

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NO SALE.

HUNDREDS IN USE ALL OVER THE UNITED STATES.



Cut shows how Oat Crusher is Set up and operated in Wells Fargo & Co's Stable, Chicago, Ill.

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ORIGINATORS
OF THE CRUSH
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FEED.

THE TEAM OWNERS REVIEW.

A Monthly Journal published in the interest of The Team Owners of the United States and Canada.

ENTERED AS SECOND CLASS MATTER IN THE PITTSBURG POST OFFICE.

Vol. VIII.

PITTSBURG, PA., OCTOBER, 1909.

No. 10.

AN INTERESTING LETTER

William J. McDevitt, one of the prominent members of the Cincinnati Team Owners Association and also a director of the National Team Owners Association, has written a very interesting letter to the editor of THE TEAM OWNERS REVIEW. The primary occasion for Mr. McDevitt's letter was that he wanted to renew his subscription to this paper, and in this connection he said: "Enjoy your paper very much; keep it coming."

Launching out into generalities, Mr. McDevitt then said: "Business is very good here now, and the team owners have all they can do and then some. I have been appointed general manager of the convention for next year, and so you can realize that I am a very busy man just now. We are going to make every team owner in Cincinnati an advertising solicitor for our Souvenir Program. This will enable them to become elevated, educated, but I hope none of them will become electrocuted."

Of course, it goes without saying that the Cincinnati team owners will make a success of their preparations for the convention, and the fact that Mr. McDevitt as general manager has already started to work, is a very good indication of what they will do in this direction.

TERMINALS FOR CHICAGO

F. A. Delano, president of the Wabash Railroad, was the speaker at the meeting of the Electric Club in Chicago on September 15. His subject was "A Plan for a New Union Passenger Railway Terminal for Chicago." Of the 26 railroads coming into Chicago all except two enter the city at or south of Sixteenth street, but the intramural transportation facilities between them are very unsatisfactory. It would therefore seem feasible to construct a series of terminal units at some point south of the "down-town" business center, and Mr. Delano suggests Twelfth street as such a

location, and recommends a series of terminal station units, the passenger traffic to be handled on one level and freight cars on a lower level, or possibly on two lower levels. There are six main terminal stations in Chicago now, including the Northwestern terminal in course of erection at an expense of \$20,000,000. The Illinois Central terminal is on Michigan avenue at Twelfth street and need not be disturbed. Perhaps the other four terminals could be built on Twelfth street side by side, and possibly the railroad interested would be willing to spend \$20,000,000 on each. The matter of electrification of the railroad terminals was discussed, and Mr. Delano said that the details of the plan he suggests could be carried out more readily with electric operation than with steam. This would be particularly true in the case of the two-deck or three-deck track construction. If terminal electrification is found to pay in New York, it may be expected to do so in a city like Chicago, according to Mr. Delano.

MCCULLOUGH ON GOOD ROADS

"There is one thing to be said about the West," said E. W. McCullough, Chicago, Ill., secretary of the National Wagon Manufacturers' Association, and who is at present in Portland on a vacation trip. "That is, the progress made here is simply wonderful. It is what you are always saying, and it's true. As I have only arrived, I have not seen much of Portland, but I notice a great improvement in the shipping front of the city."

Mr. McCullough believes that one of the most important factors in the development of Oregon—or of any state—lies in good roads.

"Nothing can advance the value and reduce the hauling of all products more than the improvement of roads. Look at the government reports on the coast of hauling in various states, and you will at once see the advantage those states having improved roads possess over those which have given the subject as yet little attention.

"If every township would invest in good road machinery, and make a business of building a

certain amount of good roads each year, the actual benefits would be beyond all expectation.

"The importance of good roads in the transportation of fruits—the condition of the product when it reaches market being so highly essential—will be readily seen. Not only is it necessary that vehicles for transportation be the best, but also that the roads be in good condition, so that the loss and damage resulting from vibration be reduced to a minimum."

A SUIT FOR CONVERSION

The rights of a storage warehouse company to sell the property of a client for unpaid charges to the amount of the claims will be tested in the case of Mrs. Francis Nottingham Taylor of the Waldorf-Astoria and the Hotel Ritz, London, against the Metropolitan Fireproof Storage Warehouse Company, of New York City. Mrs. Taylor sues to recover \$8,000 from the company for goods which cost \$25,000 in London and Paris. There are silver and other goods of far more value in the custody of the storehouse company, and it is set up that the sale of part of the property to cover the unpaid charges was wrongful conversion.

The case came up in the Supreme Court on a motion to compel Mrs. Taylor to accept the answer of the defendant company denying conversion and setting up the right it had under the written agreement signed by Mrs. Taylor when she placed her goods in the storage. It will be contended by the plaintiff that there was a verbal agreement between her and the management of the company that there would be no sale if she should be absent for several years in Europe, as was her custom. She was abroad for eighteen months, and on her return found the unpaid charges had accumulated. She paid the bill and went to Europe again, leaving her daughter, Florence Nottingham Taylor, in charge of the property in storage. On this trip Mrs. Taylor was absent for two years and six months, as her health had broken down.

When she returned last spring she found the goods she values at \$25,000 had been sold to cover the unpaid charges. Mrs. Taylor and her daughter say that no notice was sent to them that the goods were to be sold. The company says several and repeated notices were sent to the daughter, and that, in fact, they informed Mrs. Taylor the day before she sailed for Europe on the recent trip. She is now in the West for the benefit of her health and has left the case in the hands of E. Kellogg Baird, her counsel. Decision was reserved on the motion to compel acceptance of the service of the answer put in by the warehouse company.

DES MOINES, IOWA

Two mammoth warehouses to cost \$235,000 are to be erected in Des Moines.

Jesse Wells has opened bids for the construction of a \$160,000 warehouse for the Merchants' Transfer and Storage Company at West Ninth and Mulberry streets, and bids will be received for the erection of a \$75,000 warehouse at Third and Elm streets for the Blue Line Transfer Company.

Both buildings are to be constructed of concrete and steel. The Blue Line Company's building will be six stories high, while the Merchants' Transfer Company's building will be seven stories high. The latter building will have a greater floor space than that of any other in the state.

The Blue Line building will be 140x120 feet and the Merchants' building will be 132x148 feet. Both warehouses will be modern in every respect. W. L. Hinds of the Merchants' Company, returned from a trip to Chicago and the East, and James D. Keyes, of the Blue Line Company, recently returned from a similar trip.

Mr. Wells declared that the contract for the construction of his building will be awarded within a day or two. Liebbe, Nourse & Rasmussen have designed the Blue Line building, and Wetherell & Gage the Merchants' building.

The feature of the Blue Line warehouse is to be the piano department—rooms especially constructed for the storage of musical instruments. The Merchants' warehouse will be erected for the purpose of storing sugar, and Mr. Hinds has already contracted for space to store sugar in the amount of \$1,000,000. Des Moines, according to sugar manufacturers, is an excellent city to store their product on account of the climate.

Both of the big warehouses will be completed before winter.

FIRE ESCAPE FOR HORSES

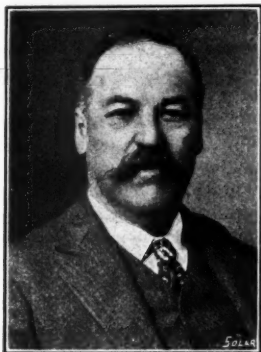
The question of having fire escapes provided for horses that are kept above the second floor is under consideration by the fire commissioners of Baltimore, Md. Recent fires in that city in stables that had no exits by which horses could escape have brought about this action. If fire escapes are not ordered, an ordinance forbidding the stabling of horses above the second floor will be urged. By all means protection from fire should be extended to the horses in city stables. In our own city fires have occurred and horses have been sacrificed through the failure to provide suitable escapes for them.

SAN FRANCISCO WORK HORSE PARADE

The City of San Francisco held its first Work Horse Parade on the 10th of last month under the most brilliant auspices and it proved an unqualified success. The event was in charge of the Work Horse Parade Association, and the Draymen's Association of San Francisco, which owns practically all the work horses in San Francisco, made the success possible. There were 980 entries and a total of 2,350 horses in the parade, which was witnessed by several hundred thousand people; \$1,898 were given out in cash prizes.

The following is what the San Francisco Examiner says about the parade:

Half a million dollars' worth of every-day work horses in parade bore testimony yesterday to the prosperity of San Francisco, the good business



GEORGE RENNER,

Manager of the Draymen's Association of San Francisco, who with the assistance of 24 teamsters, drove a team of 96 horses in the parade.

sense of the horses' owners, the good temper of their drivers and care and attention of their stablemen.

It seemed as if everyone owning one or more work horses was represented, including Uncle Sam himself, who won a big blue ribbon with a team of six army mules, skillfully handled by John Markum, wagoner, U. S. A. The government's principal competitors were two spanking teams exhibited by the Union Oil Company of California. In another class Coats & Williamson won a blue ribbon with a jerk-line team of eight long-eared beauties, driven in desert style by "Mickie" Cummins.

McNab & Smith easily were the principal indi-

vidual exhibitors. They hitched ninety-six horses in one team to an extra heavy, double-tongued truck, from the front of which George Renner directed the handling of the team like an admiral on the bridge of a battleship. At his side on the fore part of the unwieldy truck was little Charlie Sherman of Berkeley, astride his Shetland pony Cricket, rough-coated and sturdy-limbed—and a diminutive contrast to the ponderous, big-boned, but satin-coated heavy draft horses of English Shire type.

FINE BREEDS ON SHOW.

Here and there among this firm's horses were individuals that showed enough Shire breeding to be registered stock. In addition to the ninety-six-horse team the firm showed two six-horse teams, fourteen four-horse teams, twenty pairs and a few in single harness.

McNab & Smith must have had from sixty to seventy-five thousand dollars' worth of work horses in the parade, and not a bad one in the whole outfit. They won innumerable ribbons and the "Dick" Tobin silver cup, which the Burlingame sportsman offered for the best pair of horses in the parade. James Killoh, their teamster, triumphantly carried off the gold watch presented by A. Hoffman of 2563 Mission street.

But the McNab & Smith horses met their match in competition for Shreve & Company's cup, offered for the best four-horse team. This trophy was awarded to Crane & Co. for a handsome and well-matched team, driven by James Lucas, who got the gold watch put up by the Sorenson Company.

TOOLS OWN FOUR-IN-HAND.

The John Lawson silver cup, offered for the best all-round four-horse team—points to count for horses, harness and wagon—was awarded to J. D. Kelly's four-in-hand, which he tooled himself.

Close up to the four-in-hand in popular opinion was Wells, Fargo & Co.'s entry No. 577 in the fifteenth division, with its four well-matched, powerful grays of Percheron type, with their perfect appointments and expensive new wagon. Then there was the Tubbs Cordage Co.'s four-horse team of half-bred Clydesdales hitched to a spick and span new dray, which made a turnout extra hard to beat.

LAUNDRY HORSE WINS.

The Hammersmith cup competition, for the best horse driven single, was exceedingly keen, but a majority of the judges awarded the trophy to one of the Metropolitan Laundry horses, driven by Harold McCallum.

The R. P. Grubb cup, for the best truck pair—winners of the Tobin cup barred—was another trophy difficult to bestow. It was awarded to

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

one of the Sperry Flour Co.'s entries, driven by John Trainer.

The two gold watches and ten money prizes offered for the twelve teamsters of longest service will not be awarded for a day or two, as it is necessary for the committee to look into credentials. A large class of horses driven single to business buggies also remains to be judged.

More than 100 entries were eligible for the Philadelphia Shoe Co.'s cup, offered for the best pair of brewery horses. William Halkins, one of the California Brewing Company's teamsters, enjoyed the satisfaction of seeing the winner's rosette fastened to the headstall of his off horse.

OLD HORSES ARE MANY.

The number of old work horses competing for the three prizes offered was so much larger than expected that the directors decided offhand to give seven extra prizes, one of which was captured by the ancient fire patrol horse Moke.

Jennie, a black chunk of a mare, drawing one of the Morton coal carts, won the blue ribbon in the "ole-hoss" class. It soon will be twenty-four years old. The mare has done twenty years' steady work for the Morton company. One of the extra prize winners was a little old chestnut gelding named Dick that is thirty years old and has been drawing a business buggy for Frank L. Sheerin for eighteen years.

With very few exceptions the condition of the 2,000 and more work horses was satisfactory. Such disfigurements as shoe boils, curby hocks and spavins were notably rare. So were harness galls and stable scars. Small splints and puffs were frequent, but they are to be expected on city work-horses, which are serviceably sound in spite of them.

Kiel & Evans of Oakland presented a gold watch to Casmer M. Sheerin, driver of the blue ribbon winner in the old horse class.

LOAD OF COAL IS LIGHT.

Some indignation was expressed by the crowds that lined the route of the parade, which was from the Ferry building up Market street to Van Ness avenue and along Van Ness to Turk street, because Jennie appeared to be hauling a cartload of coal, but the cart had been fitted with a false bottom. The load really was only a couple of hundred weights.

DOES NOT APPROVE OF IMPORTED HIDES

In the opinion of Dr. James Law, for many years director of the New York State Veterinary College, says *The Carriage Dealers' Journal*, the placing of hides on the free list by Congress has opened the door for diseases which will threaten

both cattle and human beings. Dr. Law, in the course of an address to the New York Veterinary Society, at the recent convention, remarked that the importation of hides would pave the way for the introduction of the anthrax germ and other dangerous bacilli into this country, as hides will come from many countries in which cattle diseases were frequent. Unless stringent measures were taken to have all imported hides thoroughly disinfected the danger would be great. He said he had written to Congressman Dwight and others but to no avail.

WAREHOUSEMEN CONVENTION

The nineteenth annual convention of the American Warehousemen's Association will be held at Cleveland, Ohio, December 1, 2 and 3. Arrangements have been made to hold the convention at the Hollenden, and Cleveland members will do everything to make this visit to their city most enjoyable. Several interesting papers are expected, in addition to the usual annual reports. It is hoped that several of the United States government experts will be on hand, and Commissioner Ruddick, of the Dominion of Canada, will make every effort to be with the meeting.

The time for the convention is rapidly approaching, and the program must soon be completed. The Executive Committee would be grateful for any suggestions from members or committees. This is the time and place to bring up matters of interest that have come to your attention during the year. Matters that may seem to you as trivial may have a most important bearing on the business of other members. All are seeking information. The business is growing as it has never grown before, and our members must keep in advance. Any suggestions you may have or reports of unique experiences will be welcomed.

This will be an interesting meeting. Its interest will be increased if you will invite friends in the business who are not already members. As suggested last month, bring your manager or superintendent with you. He wants to know as well as you do and he, possibly, being in closer touch with the business, it is most important that he should know. Have your rooms reserved in advance as far as possible. The circular letter issued last month will indicate the rates. In ordering rooms indicate whether you require a room with bath, and, also, whether room is to be occupied by more than one person. Arrange your plans to come. Remember that the printed report contains only the transactions of the meeting. Members have frequently stated that they learn as much or more at odd moments of conversation with fellow members. If you have never attended before do not miss this convention.

OFFICIAL NEWS

Officers and Members:

Gentlemen:—The month has been a busy one for all. Ere this you have received a copy of the proceedings of the Boston Convention, By-Laws and Constitution of the National Association and circulars for distribution among team owners that have been sent to each Secretary for distribution among the members. We trust the work meets with your approval.

Now that the cool weather is setting in, it is hoped that every Local will make a special effort for new members. To those Locals who desire to have Mr. Tevis with them this fall or winter, we would suggest that application be made at once, as already his dates are fast becoming filled, and he will have a hard time to fill all the requests made on his time.

We are pleased to report several new Locals in process of formation, and hope to be able to report same completed soon.

We wish again to call the Local Secretaries' attention to Section 8, Article 2, of the By-Laws, and trust that each Secretary will comply therewith.

The indications point to a very busy time during the next three months for the team owners, as already various Locals have notified the National Secretary of different plans they propose to inaugurate in order to increase their membership and thereby secure one of the prizes offered by the National. We trust and hope that each Local will make special efforts along these lines.

With very best wishes, we remain,

Yours truly,

HUPP TEVIS, Pres't. W. T. BANCROFT, Secretary.

ST. LOUIS, Mo., Sept. 24, 1909.

THE TEAM OWNERS REVIEW:

Gentlemen:—I will be brief because I do not want to take up too much of your valuable space, nor do I want to burden your readers with numerous long letters, but in closing my letter to the September REVIEW I wrote as follows:

"I will esteem it a favor if the secretary of each Local Association will at his earliest convenience write me a letter giving me the present condition of his association."

To this request quite a number of the secretaries have not complied. Now, my fellow workers, please don't forget me; I am only asking of you what is fair.

Another request I made was that associations

write me any information they might have of a nature that might lead to the establishment of a new association, also suggest some member of your Local that would undertake to complete the organization of such new organization that might be suggested. To this request I have had few replies, but I think by this reminder you will stir yourselves and suggest something.

I had the pleasure of visiting Kansas City at their request, and find them enthusiastic and receiving a good many applications for membership. I inspected Secretary Bancroft's records up to present time, and must say that he is putting lots of work into his office that I believe will result in great good for the National Association. I hope every Local Association will make an effort to capture some of the prizes offered in the September number of THE REVIEW, and don't forget the matter of getting up the new Manual or Directory, the work on which will soon have to be commenced.

Yours very truly,

HUPP TEVIS.

BETTER ANTI-CRUELTY LAWS

The third annual convention of the Federated Humane Societies of Pennsylvania was held at Wilkes-Barre last Tuesday and Wednesday. About 25 societies were represented. The purpose of the convention was to cement the different societies more firmly together, that they may be enabled to work in greater harmony and to try to secure more efficient anti-cruelty laws. An effort will be made to secure legislation prohibiting the muzzling of dogs, as it is considered cruel and unnecessary, especially during the warmer weather.

Great interest is being manifested by the different societies throughout the state in this convention, which is expected to achieve more satisfactory results than any other convention held by the body.

THE MORRIS TEAM IN GLASGOW

The Morris champion team of Clydesdale horses were in Glasgow at the end of last month. It is questionable if any one stable in the world has won so many blue ribands as have been awarded to these half dozen fine horses of Messrs. Morris & Co., of Chicago. Although engaged for a good part of their time in the show ring, these animals do a great deal of heavy haulage work, a fact that may account for their fine condition.

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A GRAND PROJECT.
THE NATIONAL ASSOCIATION OFFERS PRIZES TO THE TEAM OWNERS
FOR GETTING NEW MEMBERS.

The administration of the National Team Owners Association wants to increase the membership of all local organizations, and in order to make it an inducement for each member to aid in this campaign, the National body proposes to give prizes to those who are most successful in securing new members. The whole plan is explained in the following communication, which has been promulgated by the National officers. It is a great and grand project, and every team owner, who is now a member of the organization, should take the utmost pride in the scheme and further it along to the best of his ability. The object is to double the membership by December. Can it be done? Of course it can, if we only make up our minds to do it. Naturally it will require some effort, but not a great deal; and when we think of the results that will be accomplished it is well worth working for.

Let us remember this: The greater the number of team owners organized into an association, the more powerful will be its influence and the greater will be the benefits that must come to each individual member. Now let us all get busy and work to double the membership by December 1!

To the Officers and Members Team Owners Associations:

Gentlemen:

The need of new members is apparent to all. The history of all organizations that succeed is "success." We want "success" for our Association. We want to grow and prosper, reach out and gather in the Team Owners from all over the United States and bring them into our Association. Those of you who are members, realize the benefits you have received and those yet to come, but we want to gather in our Brother Team Owner who has not yet cast his lot with us. He does not fully realize the benefits he is missing. It is our duty to bring before such, the aim and object of our Association. We know our members are busy business men who work hard, long hours, and have much responsibility, but we are going to ask you to help double our membership during the next three months. We are firmly convinced after a careful study of the situation, that this is the one best thing we can do for all concerned, and while we have had your material and moral support in the past, we are going to ask you to do something for the Association now, that will not only help the Association, but yourself as well.

As stated above, we want to double our membership within the next three months and this is such an easy matter that it seems strange that no one has suggested it before. We are going to ask every member to secure a new member within the next three months. Now, Brother Member, that is a small request, but think of the results. Surely you can afford a spare moment to explain the aim and object to your neighbor. We believe you will be glad to do it and we know if you will help our Association will grow as it never grew before.

Now, the National Association wants to help in this grand work and it has been decided that the following Prizes will be given by the National Association to encourage greater rivalry between Locals and individual members. The National Association therefore offers the following prizes:

THE PRIZES.

First prize to the Local admitting the largest number of new members.....\$25.00
 Second prize to the Local admitting the second largest number of new members..... 10.00
 Individual Button, GOLD, to the member who brings in 10 or more new members.
 Individual Button, SILVER, to the member who brings in 5 or more new members.
 Individual Button, BRONZE, to the member who brings in 3 or more new members.
 Individual Button, ENAMELED, to each member who brings in 1 or more new members.

The conditions to be as follows: Upon the admittance of a new member between September 1, 1909, and November 30, 1909, the Local Secretary must notify the National Secretary, giving the name and address of the new member and the name and number of his Local, together with the name of the member who recommended the new member. Application cards will be furnished by the National Secretary at a small cost. All new members must be admitted to the Local not later than 12.00 P. M., November 30, 1909, and the Application Cards must be in the hands of the National Secretary not later than 12.00 P. M. November 10, 1909. The National Secretary will keep an accurate account of all the new members and the Prizes will be awarded by the National President.

Now, let's get busy and do things for the Association. Let your watch words for the next three months be "Show Me" and help make the Association a success.

Yours truly,

W. T. BANCROFT,
Secretary.

HUPP TEVIS,
President.

APPLICATION CARD

National Team Owners Association,

INCORPORATED

City State Date 19...

Having formed a favorable opinion of your Association, we hereby make application to become a member of the same. Find enclosed our check for \$..... dues and initiation fees.

Applicant Address

Recommended by Local No.....

Application hereby endorsed and said applicant recommended for admission:

.....
Committee on Applications.

Notice! Local Secretary must file this and make copy of same and mail to National Secretary.

FEEDING HORSES

So many team owners feed their horses with as little attention as they show when firing an old boiler, that it is well they should adopt a few rules for feeding. Many horses are injured by kindness, which leads to overfeeding. This is particularly true in summer. The horse gets home hot and dry, is given all the feed he can eat, then led to the trough, where he fills up on water, and goes to work again. In this condition he is not in shape to eat much, nor can he digest it. What he needs is, first, a small drink of cool water, and then rest, followed in half an hour with a feed of grain.

A horse that drinks a large amount of water

soon after eating washes the food out of his stomach into the intestines, where it is not digested, but ferments, gives off much gas, and causes more or less disturbance and distress. When Saturday night comes the feed should be cut down to half, both in summer and winter, and a bran mash be fed with a few carrots in winter and a run in pasture in summer. This cools out the system, and the horse is in better shape for another week of hard work.

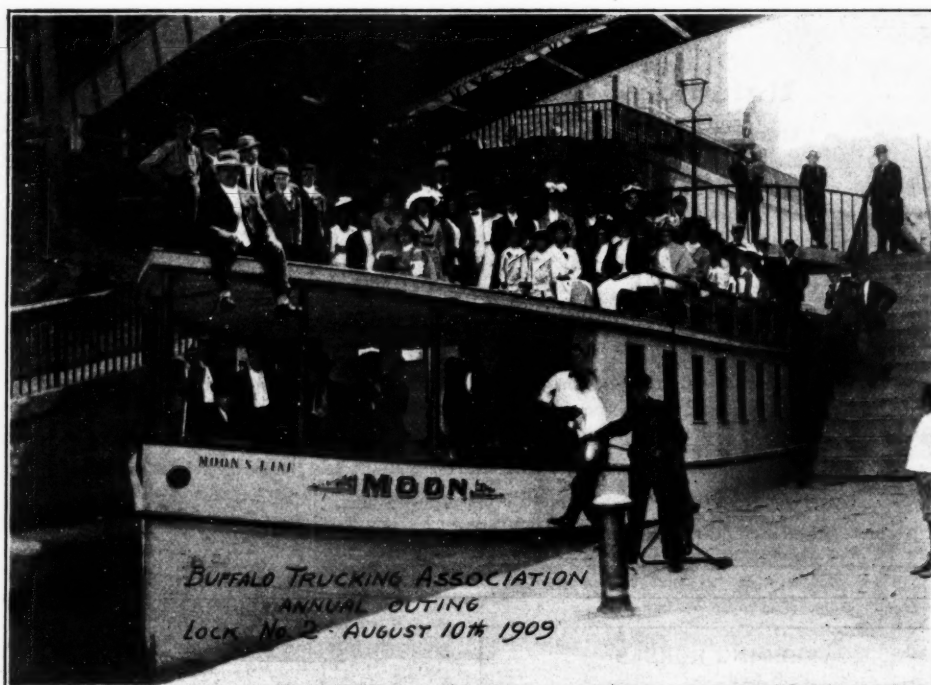
Hay should not be fed at noon. It is bulky, not easily digested, particularly when the horse is at work. Many successful farmers feed half the hay ration at night, and divide the remainder equally between morning and noon. If the horse is at hard work be particular to choose old hay and sound, clean grain.

RANGE HORSE TRADE

Activity is pronounced in the sales of western range horses all over the country, says The National Stockman and Farmer. Prices of the range-bred animals are at the highest level in history. Sellers of these horses to farmer buyers of the Middle-West and East are disposing of thousands now, the months of August, September and October being the period of largest marketing of range horses. The horsemen who are shipping the horses to market are elated.

At St. Louis, Omaha and Kansas City, a few

commenced to raise range horses later than breeders in any of the other states, as a rule, and they profited by the experience of others. The other larger range horse states, including Montana, Wyoming and Idaho, are growing better ones, too. More and more range horses that have been sired by stallions costing \$1,000 to \$3,000 are coming to market. There has been a great awakening among range horse breeders in recent years. They have been among the biggest buyers of draft stallions, and they are beginning to profit by this enormously. Ranges are growing smaller and the horses very much better. Stallions are no longer being turned out on the open range with the mares. The breeding is done in lots where



of the points where range horses are being sold now, prices for loads of small and light "stuff" or "trash," which fitly describes some of the range horses, are \$10 and up per head. The better bred and better sized range horses are bringing between \$85 and \$100. Occasionally loads representing the latest breeding on the ranges bring up to \$150. Some of the better grades are as good as the draft horses produced by most farmers. South Dakota furnishes most of the better grades of range horses. Breeders in that state

the stallions are kept. This makes the breeding period a time of round-up of mares with range horsemen.

There is a much bigger percentage of small horses in the total shipments from ranges now than of heavier grades. They are selling well but do not compare in profitableness with the heavy horses. To see some country buyers bid on the smaller range horses sometimes makes one who watches all kinds of horses sell, believe that these buyers are over-enthusiastic. "What

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are the country buyers going to do with all these ponies?" was asked a shipper of them. "The country, to be sure, is buying them and paying fine prices," said this shipper. "All classes of horses have been scarce. I deal in stallions, as well as range horses, and in the few years following the introduction of automobiles farmers feared that the driving horses would be put out of business, and I could hardly sell any stallions not of a draft breed. This, in my opinion, has reduced our supply of medium horses such as are used by laundry firms, small grocers, mail men, and other such users. There was a time when these men would not buy a branded pony, but they must take them to-day. That is why I believe those small and wild ponies are selling so well."

FEWER AND BETTER HORSES.

The tendency in range horse production to-day is toward fewer and better animals. The high prices for mules have influenced greatly increased range mule production on ranges, too. As with other stockmen in the West there is considerable cleaning-up because of crowding by settlers and other conditions. In Wyoming sheep are crowding out the horsemen now. In parts of Colorado weeds which do great injury to horses are putting horse raisers out of business. But the greatest influence is the crowding by settlers. A law passed recently allowing settlers in Nebraska to file on 640 acres at a time is hastening the passing of the ranges and forcing the range horse breeders to close out in the western part of the state.

But at the same time this moving army of settlers is helping the horse producers in another way. It is creating a new and great outlet for horses and mules. A few years ago the West was not much of a mule or horse buyer in the biggest native markets in the country. To-day it is an influence of importance in the markets. Irrigation has opened a great demand for equines. Where it is followed horses and mules are needed from the very day a project is started. Mules and horses are needed to dig the big ditches, and then they are needed by the farmers, who, through irrigation, are making green and prosperous enormous areas of the West once despised. This western growth in farming is having some effect on range horse shipments eastward. At Miles City, Montana, where probably the greatest range horse sales in the country are held, there is a good and new demand from farmers surrounding that point.

True, the range horse raisers are being crowded, but they are happy. A little over a decade ago about all most of the rangemen could do with their small horses was to shoot them, run them

down a precipice or give them away when a taker appeared, but it is said this was rare. Railroads would accept shipments only when the freight was prepaid. But what has 10 years brought? Railroads ask for the shipments, but say nothing of freight in advance. The rangers are getting the best prices ever, and some of them are speculating over how much more money they might have made had they been able to foresee present conditions.

BACK TO HORSE FOR GANS

"I'll sell my automobile for \$500 less than it cost me and go back to horse and carriage," said Charles Gans, one of Uniontown's well known coal men in police court, when Burgess Robert S. McCrum fined Gans' chauffeur \$10 for ignoring one of the "Danger, Blow Your Horn" signs at Gallatin avenue and Main street.

The new state law regulating the speed of autos in cities and towns to 12 miles an hour and requiring the carrying of lights, both in front and rear of cars, is being rigidly enforced there. A driver in the employ of James Moran, a hotel proprietor there, was arrested, but denied knowing his light was out. Burgess McCrum gave the prisoner the benefit of the doubt and released him with a warning. Another victim was W. E. Phillips, driver for George Titlow. Phillips was assessed \$10 for "not blowing his horn."

THE MOOR AND HIS HORSE

The horsemanship of the Moors is primitive and entirely successful. According to a London paper a Moor never walks when he can ride and never by any chance gets off to ease his beast. How a Moorish pony would have chuckled at the weary walks enforced on tired men by well-meaning cavalry colonels in South Africa! He would have said to himself: "I don't think much of animals that can't carry fifteen stone fifteen hours a day; I must be a really superior kind of beast."

The Moorish horse always spends his nights in the open; he is never groomed nor clipped; his youth is passed wandering untended over the vast fields. When in work he gets all the barley he wants at night and a drink before his feed in the evening. From 7 A. M. to 7 P. M. he expects to work and to work hard without bite or sup. His saddle is a wooden tree superimposed on at least half a dozen folded blankets, the thickness of which often reaches six inches, and he never gets a sore back.

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THE TEAM OWNERS REVIEW.

OFFICIAL PUBLICATION OF
THE NATIONAL TEAM OWNERS ASSOCIATION
AND
AMERICAN TRANSFERMEN'S ASSOCIATION.

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Write on one side of the paper only.

Write all names plainly. When writing over an assumed name, always give the editor your right name also, as anonymous communications cannot receive attention.

THE TEAM OWNERS REVIEW,
Telephone 4246 Court. PITTSBURG, PA.

Vol. VIII. October, 1909. No. 10.

While we have not yet been placed into the possession of any details as to what progress is being made in the plan of the National Team Owners Association to increase the membership, we have been informed that the project has been everywhere enthusiastically received. We hope that it will prove a success. There is no question, that we need more members and more associations. Indeed, there should be a team owners association in every town and city in this country and all

should be members of the National Association. The development of the teaming business within the last few years makes organization absolutely essential to the success of the business. There are constantly questions coming up, which the team owner as an individual cannot settle for himself, and yet they affect his business most vitally. In such instances the co-operation of other team owners, the aid of the association and the assistance, if necessary, of the National body, is of paramount importance.

From all parts of the country we receive the most excellent reports about the teaming business, and THE REVIEW congratulates all its subscribers and readers upon the return of prosperity.

We hear that at a recent convention of the Federated Humane Societies of Pennsylvania the subject of more efficient anti-cruelty laws was discussed. As far as our experience, we believe the laws which now exist in reference to this matter are very good, as they stand on the statute. The only suggestion that we can make is, that they be enforced in a fair and equitable manner. Team owners especially have been in the past the victims of an arbitrary enforcement of anti-cruelty laws, which has been often a downright injustice. The team owners, as a class, believe in humane treatment of animals and are always ready to aid the legitimate Humane Societies in their praiseworthy endeavor to protect the dumb brute, and they will always be willing to co-operate with the Humane Societies in any movement which has this object in view.

For the first time, the New York horse show people are offering prizes for draft horses. This year \$10,000 will be distributed among the breeders of these heavy animals. This means a lot for the draft horse

industry in America. It will widely advertise the various draft breeds, and will bring their merits to the attention of horse show goers on the Atlantic coast. The influence of this new classification will be felt not only in the East, but will extend to the Middle States, even beyond the Mississippi river. This innovation was suggested by one of the wealthiest men of the country. This man has automobiles without number, but seems to be developing, for personal or business reasons, a decided liking for heavy horses. He uses many of them in his business. The difficulty of securing drafters of the most approved type has made him feel the necessity of encouraging the breeding of draft horses. This is intensely encouraging to those who have stuck to the draft horse business through sunshine and shadow, and who believe there is profit in producing animals of this type. Notwithstanding the apparent popularity of the automobile, both for pleasure and for trucking, it also is interesting in that it shows that even the most pronounced aristocrat can immediately take an interest in plebian matters when his pocketbook is affected.

The *Commercial Vehicle* says that within the present year the number of commercial vehicles in Indianapolis has increased approximately thirty per cent.

ANNUAL CONVENTION

The Employers' Association of Cleveland, O., an organization which is a strong advocate of the "open shop," and with which the Cleveland Team Owners' Association is affiliated, will hold its annual convention and dinner during the month of November. Great preparations are being made for the event, which it is predicted will be the "largest and most enthusiastic" the association has ever held.

Obituary

JOHN J. LYNCH.

The Buffalo Trucking Association has sustained the loss of a good member in the death of John J. Lynch, and all the other members have been bereft of a good friend. Everybody will miss for a long time the genial countenance and kindly manner of "Pa" Lynch, as he was familiarly known among his friends. He was a veteran in more than one sense, a splendid character and a self-made man.

The Buffalo Trucking Association was represented at the funeral by ten members, who acted as honorary pall bearers.

Mr. Lynch was born in Vane, Ohio, in 1839, and received his early education there. He removed to Ellicottville, N. Y., in his early youth, remaining there until the beginning of the Civil War, when he enlisted in the United States Navy. After the war he came to Buffalo and engaged in the general carting and trucking business. He was at one time president of the Buffalo Trucking Association and was a member of Bidwell-Wilkeson Post 9, G. A. R., the Road Drivers' Association and Branch 22, C. M. B. A.

In 1888 he was married to Miss Stasia M. Moran, daughter of the late John Moran, who survives him, together with three sisters and two brothers.

The Buffalo Trucking Association passed the following resolution at a recent meeting in memory of the deceased member:

Whereas, Our association has been called upon to record the death of a member, John J. Lynch, whose sudden removal from our midst has been a severe blow, not only to the members of his family and the Buffalo Trucking Association, but to his city of which he was an esteemed and influential citizen. Mr. Lynch had been an honored member of this association since its organization, having served it faithfully and well, both in the ranks and as president. He was a man of experience and counsel. Although compelled by advancing years and ill health to retire from active membership, he was still young in thought and feeling as all who knew him well remember, and as an Honorary member retained a deep interest in the association. To the bereaved family the association extends heartfelt sympathy.

Resolved, that this testimonial be transcribed upon the minutes of the association and a copy sent to the family of the deceased.

THOS. J. LOVE,
A. I. LOOMIS,
LOUIS DEBO,
Committee.

MONTHLY MARKET MOVEMENTS

Grain and Feed.

NEW YORK.—A bullish enthusiasm has manifested itself in the market here during the last month, no doubt owing to the most encouraging crop reports from all parts of the world.

Oats: The market for local spot oats closed steady at unchanged prices, with a continued dull and featureless trade.

The official closing prices on track were: Natural white, 42@45c; white clipped, 43@48c; track, mixed, 42c; standard white, in elevator, 45c; No. 2 white, 45½c; No. 3 white, 43½@44½c; No. 4 white, 42@42¾c; mixed 41½@42c nominal.

Prepared Oats: The market was quiet and steady at unchanged quotations. We quote: \$5.25@5.50.

CHICAGO.—The market for oats was quiet and firm early, owing to disappointing receipts and strength of other grains. Subsequently prices reacted under the pressure of profit-taking sales and closes ¼@¾c lower.

| | Open. | High. | Low. | Close. | Prev. close. | Year ago. |
|------------|-------|-----------|------|--------|--------------|-----------|
| Corn— | | | | | | |
| Sept. | 66⅞ | 67¼ | 66½ | 66¼ | 67½ | 78½ |
| Dec. | 60⅝ | 60⅞ | 60 | 60¼ | 60⅝ | 65½ |
| May | 62⅞ | 62⅞ | 62 | 62⅞ | 62⅞ | 64⅝ |
| Oats— | | | | | | |
| Sept. | 40⅞ | 40¼ - 39½ | 39⅝ | 39⅝ | 39⅝ | 48⅝ |
| Dec. | 39⅝ | 39⅝ | 39 | 39¼ | 39⅝ | 48⅝ |
| May | 42¼ | 42½ | 41⅞ | 41⅞ | 42¼ | 51⅝ |

BOSTON.—Oats: No. 1 white clipped, on tracks in carloads, 49½@50c; No. 2, 48½c.

BUFFALO.—Oats: No. 2 white, 43¼@43½c; No. 2 white clipped, 42½c.

INDIANAPOLIS.—Oats, 39½c.

TOLEDO.—Oats, 41@44¼c.

PHILADELPHIA.—Oats, 44½@45c.

PITTSBURGH.—Oats, 40½@43½c.

Hay, and Straw.

NEW YORK CITY.—There was no change or new special feature in the hay market, holders still being firm at quotations, with less active demand. Straw rules firm, owing to the continued scarcity and prices unchanged, with the demand good.

Quotations: Large bales, prime, \$1.00; No. 1, 95c; No. 2, 90c; No. 3, 75@80c; clover, mixed, 75c; clover, clear, 60@65c; shipping, 75@77½c; packing, 50c. Small bales, 2½@5c less. Straw, long rye, new, 85@90c; oats, 35@40c; wheat, 50c.

Horse Markets.

CHICAGO.—The receipts have been increasing in volume, and larger orders are being placed, a fair demand for heavy drafters being noteworthy features. Choice drafters are much firmer and decidedly brisker sellers at \$215@250, while good draft horses are in moderate demand at \$170@210. Expressers are finding a good outlet at \$160@200 and upward, and there is a fair inquiry for wagon horses at \$140@175. Good drivers are not as yet offered very extensively and are wanted badly at \$150@300, the demand exceeding the supply. Several Ohio and Pennsylvania dealers have been in the market competing for the best feeders at \$175@225. A few prime stall-fed drafters have been taken by eastern dealers at \$250@375.

| | Poor to fair. | Good to best. |
|----------------|---------------|---------------|
| Drafters | \$125@175 | \$190@300 |
| Express | 110@165 | 175@225 |
| Drivers | 100@170 | 175@325 |
| Mules | 75@150 | 160@225 |

THE WORLD'S CROP

The American farmer has harvested bumper crops this year, Europe has not been far behind. According to the European correspondent of the Department of Agriculture, the harvest abroad has surpassed expectations.

Most astonishing of all was the enormous increase in yield of the world's grain crops. European authorities estimate that there will be a gain of from 185,000,000 to 270,000,000 bushels in the case of the world's wheat crop and about 265,000,000 bushels more of corn, while oats shows the enormous increase of 857,000,000 bushels above the figures of last year's production.

Roumania is almost the only foreign nation to report decreases from the pre-harvest estimates, attributable to drought.

The hop crop in England will be the lowest on record, the entire crop only being saved from destruction by blight after repeated spraying.

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

Among The Associations

Cleveland, Ohio.

We have just got over our Work Horse Parade. It was an unqualified success. We had about 400 entries. All the members of the Team Owners Association were officers in the parade. We are sure that next year's event will even excel this one. We intend to give a prize of a gold badge to every teamster who has been in the employ of one firm five years or more.

Our association has two new candidates for membership, but we are holding them off, because we expect them to ride "the goat" when they are initiated and all the preparations for these ceremonies have not yet been completed. When all the details are in shape we shall extend an invitation to every local and a good time will be promised to all.

Every team owner in Cleveland is quite busy at present and the outlook is very bright.

C. F. BECKER, Secretary.

Kansas City, Mo.

The Team Owners Association of this city had the honor of a visit from Mr. Tevis, the president of the National Team Owners Association, a few days ago. While Mr. Tevis was here, our association held a special meeting and invited every team owner in the city to be present, especially those not already belonging to our association. Quite a large number responded and the president made an address to the meeting, which was greatly appreciated by all those present. A pleasant evening was spent and the visitors expressed themselves well pleased with the organization and signified their intention of soon becoming affiliated with us.

While here Mr. Tevis also visited the office of the National secretary, where he inspected the work so far under way. He expressed a general satisfaction with all he saw.

The visit of Mr. Tevis will undoubtedly mean a large increase in the membership of our association.

W. T. B.

Minneapolis, Minn.

I enclose to you a clipping of the first work horse parade held in Minneapolis, under the auspices of the Humane Society of this city and the Ladies' Auxiliary, from the Tribune on August 26th. The parade was quite a success, considering the fact that it was the first one held and

almost all of the draymen kept out of the same, not having time to enter their teams, caused by the rush of work at the present time. The parade took over an hour to pass the corner where I was watching the same, and it was appreciated by the public at large, the street being lined with people on both sides. While our association has not taken any material part in the parade, we have co-operated with the efforts of the secretary of the Humane Society by furnishing all information that could be obtained as well as putting her in communication with the Boston Work Horse Parade Association and the New York Association. The time selected was very inconvenient for the transfer men on account of being just before the local state fair and during the busiest season in the year.

Business is rushing and everybody has his hands completely full with profitable work.

W. M. BARCOCK.

POULTICE FOR BRUISED HEELS

To make a poultice for bruised heels, nail wounds, etc., take four ounces of washing soda, four broken eggs, two ounces pulverized alum, two ounces carbolic acid and ground flaxseed enough to make the poultice to suit the occasion. Mix all together into a poultice; apply it to the foot as warm as possible; tie up the foot so as to retain the poultice. In case the horse is suffering, add four ounces of laudanum to the above poultice. Remove the poultice after 24 hours, have the wound thoroughly washed with warm water and carbolic soap. In case the wound requires another poultice, repeat as before for 24 hours, after which time remove the poultice and wash as before. In almost every case two poultices are sufficient. In many cases the foot would be better off having a shoe lightly nailed on the foot. The above is a par excellent recipe for poulticing bad ulcerated heels, especially after they break out at the coronet.

HORSES GIVE FIRE ALARM

The neighing of horses in Rhodes Brothers' stables, 120 Lambert street, East End, Pittsburgh, Pa., caused the discovery of fire in the building. Firemen made a quick run and succeeded in saving 20 animals, two wagons and much harness.

The one-story brick building 100 feet in length was practically gutted and a large stock of hay was damaged by water, entailing \$2,000 loss. The cause of the blaze is unknown.

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HORSES AND MULES FOR GOVERNMENT

One million dollars or more of the annual appropriation made by the United States government for the maintenance of its army and navy is spent with horse and mule dealers, says Samuel Sosland in *The National Stockman and Farmer*. It requires approximately this amount to buy the average needs of horses and mules for Uncle Sam in a year—about 5,000 head.

These purchases are made under the direction of the quartermaster's department of the army. As with other government purchases the buying is done principally through contracts. It is only on a special or rush order that a purchase is made in the open market. This was done shortly after the election of Mr. Taft. The quartermaster's department which does the buying of horses and mules, received a message from Washington soon after the election to buy a saddle horse immediately. The animal was intended for the President-elect, and one of the principal stipulations in the message was that the horse "must be a powerful weight carrier." Oklahoma furnished the saddler.

When any fort, navy yard or other government station is in need of horses or mules a request for the animals is sent to the purchasing department. Bids are then advertised for. The lowest bidder, taking into consideration his place of delivery, is awarded the contract. The contractor must furnish the animals in the time specified or pay a penalty. An inspection board, with headquarters at Kansas City, inspects the horses and mules. These inspectors go from market to market where contracts are awarded. After the horse or mule is accepted it is branded with the mark "U S" on the left shoulder and a number on the right front hoof. Then the animal is ready for shipment.

The shipping is no small matter, for animals are distributed to the Philippine Islands, to Guam, to Hawaii, to Alaska, to each fort and navy yard in the United States and to Porto Rico. The animals are invariably shipped in Palace cars and a man is placed in charge of each load sent out. The last shipment made outside of the United States was a consignment of over 200 head of cavalry horses and pack mules to the Philippines. Uncle Sam never sends a horse or a mule to these islands with the expectation of having it returned. This is because of a peculiar disease there which is known as surra. It is something like glanders, but more fatal. The last shipment made to Guam consisted of several jacks and a bunch of mares. The navy department on that little island believed it best to raise all the mules

it needs and ordered the purchase. Horses and mules were formerly sent to Cuba, but since the government vacated the islands early this year, mules and horses which it had there have been returned. However, the animals brought back then were very small in number compared with the 2,000 head which the Cuban government is now buying at St. Louis and Kansas City for the use of its army.

Over 30,000 horses and mules are in the government service today. This number includes 13,500 cavalry horses, 3,500 artillery horses, 2,500 draft horses and about 11,000 mules. About 2,000 were condemned and 750 died last year. The average service of a horse or a mule for the government is about eight years. It is slightly less in the Philippine Islands, the climate there not agreeing with American horses. About every decade animals which have become too old or unfit for use are disposed of. Then the purchases are larger than in other years. Horses worn out or crippled are killed, while those found unfit for other reasons are sold at public auction.

The government paid in the last year an average of \$175 to \$180 for its cavalry horses, \$210 for those for the artillery, \$200 for mules and \$150 for colts. These prices are obtained by dealers who must send out many buyers to literally scour the country for the animals desired. As this is quite expensive the prices raisers obtain for their horses or mules which the government secures are considerably lower than the amount paid by the government. Sometimes as many as 50 per cent of the animals submitted on a contract are rejected by the inspectors. As all of these horses are usually bought outright from producers they must be resold.

"The best obtainable" is the slogan of the government horse and mule buyers. The specifications they send out to prospective contractors are very minute. Each horse or mule accepted by the inspector must undergo a rigid examination and meet all the requirements. No white or gray animals are taken for the service, except for use in local points. A white or gray horse or mule can be seen too long a distance on a battlefield. The principal specifications for a cavalry horse, of which more are bought than any other class, are: "The cavalry horse must be sound, well bred, of a superior class and have quality; gentle and of a kind disposition; well broken to the saddle, with light and elastic mouth, easy gaits and free and prompt action at the walk, trot and gallop; free from vicious habits; without material blemish or defect; a gelding of specified color in good condition; from 4 to 8 years old; weighing from 950 to 1,100 pounds, depending on height, which should be from 15 to 15½ hands."

Despite all the precautions taken, inferior ani-

imals get into the service. Often a horse which meets all the requirements, but has not been handled right by the grower, is accepted and proves undesirable. To overcome this the purchasing of colts was started last year. About 1,000 three-year-olds were bought at an average price of about \$150. They were taken to the remount depot at Ft. Reno, Okla., where they are trained, carefully handled and prepared for use by the army. These young animals are not over-worked nor underfed, as with some private horse raisers, and the government figures that it can better afford to pay \$150 for a colt than \$175 or \$180 for a matured horse that cannot be in the service as long nor give as great satisfaction. The experiment has proven very successful, and in time the government may extend its colt purchasing, it is said, until it will buy very few if any mature horses. It is better for both horse raisers and Uncle Sam. Some government officers have even suggested the establishment of a breeding farm by the government to raise its own horses. As yet nothing has been attempted in this suggested enterprise.

In most cases the largest dealers handle government contracts. It is too big an undertaking to gather a large bunch of cavalry or artillery horses in these days of scarcity. The markets and prices of today emphasize the fact that horse raisers have not kept pace with the demand for government or other classes of equines. The few government men in charge of inspecting do all they can to encourage breeders to raise horses suitable for the government service, but other nations are doing more than this country in this respect.

Three states, Illinois, Missouri and Kansas, now furnish most of the annual purchases of horses and mules for the government. Last year, when buying of colts was started, inspectors went through Virginia, West Virginia, Kentucky and Tennessee. They found but few horses suitable for the army, but they spent their time telling raisers about the type of horses Uncle Sam requires, with the hope of stimulating interest in the raising of army horses. Certainly the production of colts for Uncle Sam, at least, offers a profitable field for horse breeders. The demand will cease only when our army is abolished.

NEW SADDLERY CATALOG

A new catalog and price list, replete with illustrations of their full line of saddlery, coach and general hardware specialties, has just been issued by Covert's Saddlery Works, Interlaken, N. Y. This firm is an old established concern, the business having been founded in 1875.

A FARMER ON WATERING HORSES

It amuses me to see so much said as to when a horse should be watered, says a writer in Maine Farmer. Why not let the horse be its own judge when it wants water and how much it needs at any time? When a man goes to the field on a hot day with his team to plow or cultivate he hardly fails to take along a goodly quantity of water and will drink two or three times in a half-day. But how few ever think of taking along any for the team. Now, the fact is, the horses drawing the plow use up water faster than the man holding it and need a drink as often as he. How easy to have a half-barrel on a wagon or boat with a supply of water to take along, and how easy to once or twice in a half-day give each horse a drink. I follow this practice always and my team look for their drink and will let me know when they want it.

And then, why not have a supply of water at hand in the manger so the horses can drink at will? Oh, but you say, it will not do to let the horse drink when he first comes into the stable hot and sweaty from work or driving. That depends entirely upon conditions. If the water is cold and in such a condition that he can swill down a pailful or more, very likely he would be injured, but if in such a way, as by some of the best watering basins, that he can get but a little at a time, no matter how hot he may be when put into the stable, I will pay for all the damage he may sustain. There is but little water in the basin, and he can only take a few swallows. Then he goes to eating and presently a small quantity more has come into the basin and he gets another dip. In this way no food is washed out of his stomach, he does not take an excess of water and the hottest horse ever put into a stable will never be injured.

BAEDEKER FOR SHIPPERS

A booklet to be issued, published by the traffic department of the Pittsburgh Chamber of Commerce, is eagerly awaited by traffic managers, shipping superintendents and traveling representatives of the city's wholesale houses. The book shows time of deliveries to all points within 200 miles, different feasible routes and yards or wharves to which freight should be hauled.

The compilation is the first of the kind attempted, and is designed to aid in the movement of less than carload freight. Traffic Manager Ira S. Basset was occupied for months in gathering the data.

A FEW POINTERS ON PURE AIR

Perfect ventilation in a shop or factory, as under all other conditions, means that every person in a room should take into his lungs at each respiration, air of the same composition as that surrounding the building, no part of which has recently been in his own lungs or those of his neighbors, or which consists of the products of combustion generated in the building. At the same time, according to Dr. John S. Billings, he must feel no currents or drafts of air, and must be perfectly comfortable as regards temperature, being neither too hot nor too cold.

The air required to meet these conditions must not be less than 2,000 cubic feet per hour for each person, with the same amount per hour for each cubic foot of gas consumed, whether for light, heat or power. In a loft 25 feet wide and 100 feet long, containing 80 workmen, and lighted with electricity, the amount of air required would therefore be 160,000 cubic feet per hour. This amount of air per hour would move at the rate of about one-eighth of a mile per hour, and would be sufficient to charge the supply once every 10 minutes, assuming a 10-foot ceiling. The New York and Massachusetts state laws for school rooms require that change eight times an hour, and some authorities even recommend 50 per cent. in excess of this.

Dr. Daniel R. Lucas, of New York, states that it is a well known law of hygiene that one gas jet will consume as much oxygen as five persons, and, if a building is so lighted, this must be taken under serious consideration. Since electricity does not consume the oxygen and has been reduced 50 per cent. or more in cost by the new high efficiency lamps, it would appear that the easiest way to comply with the labor law regarding ventilation would be to abandon gas lighting.

The operating cost for a ventilating system is made up of two items, the first being power for turning fans, and the second, additional heat for incoming air. In the future it is probable that factories and lofty buildings will be equipped with ventilating apparatus at the outset, with the ducts concealed in the walls and the fans located in the basement. A model building of this character has recently been completed in New York City.

That proper ventilation is absolutely necessary is shown by this table, which was compiled by the bureau of labor at Washington to give an idea of the conditions under which factory workers who have died from consumption labored. The deaths are divided as follows: Exposed to metallic dust,

36.9 per cent.; to mineral dust, 28.6 per cent.; to vegetable fiber dust, 24.8 per cent.; to animal and fiber dust, 32.1. The occupation showing the highest consumption mortality was grinders, among whom 49.2 per cent. of all deaths were from the disease.

The above article, which appeared in a recent issue of Popular Mechanics, set the editor of THE TEAM OWNERS REVIEW to think in another direction. If, as the article says, the contaminating influences of the air, such as metallic dust, mineral dust, vegetable fiber dust and animal fiber dust, are dangerous to the health of human beings, it must be patent to every team owner that most of our modern stables are regular death traps for the horses. Why, because the average stable is a badly ventilated place, is replete with the very vegetable fiber dust mentioned in the above article. We all know that the dust contained in the hay and straw often creates a regular cloud of dust in the stable, which many times has caused the stable men to be attacked by a fit of coughing, which made it necessary for them to run out and get some fresh air. But, and this is the point that should be remembered, does it ever occur to the stable man that while he can run away from these ill effects of that dust, the valuable horses have to remain in the stable and are obliged to inhale this deathly matter. Horses are very susceptible to this attack of dust, and it is well to suggest that it might be well in the future to watch this subject, and take care the horses do not get any more of this deleterious dust into their lungs than is absolutely unavoidable. Horse flesh is valuable, it is getting more so every day, and good draft horses are scarcer than ever.

Fortunately there are methods, which reduce this accumulation of dust to a minimum. Among them we happen to recall the vacuum process of cleaning horses manufactured by the Taber Pump Company of Buffalo, N. Y. That process has been introduced in many stables with the greatest success.

"FACTS"

"Facts" is a publication, the first number of which has just made its welcome appearance on the table of the editor of THE TEAM OWNERS REVIEW. Facts is published by the Employers' Association of Cleveland, O., an organization consisting of a large number of societies of business men of that city. The Cleveland Team Owners' Association is one of the organizations affiliated with that body. "Facts" contains a great deal of valuable information, presented to the reader in a snappy, business-like style.

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FIRE HORSE'S REWARD

Joe, Hoboken's oldest fire horse, who joined the department twenty-one years ago, two years before paid smoke eaters superseded volunteer firemen, has been promised a humane death, one sure shot, by the trustees of the firemen's pension fund, in whose care he will be placed by the board of fire commissioners. The twenty-eight-year-old Joe was recently condemned on account of general debility incident to old age. Chief Engineer Dunn and many of the old-time firemen urged the commissioners not to dispose of the faithful old horse to a junkman or peddler at public auction, and the commissioners decided to turn him over to the custody of his friends for a nominal sum, which will be demanded just to make the transaction legal.

Joe has the reputation of being the "gentlest and knowingest" horse that ever ran a Hoboken fire. He has hundreds of friends among the boys and girls, with whom he never tires of "shaking hands" when he has no public business to take up his time. He is still in active service as one of the department's two extra horses stationed on Grand street. He will go to his reward as soon as the fire commissioners buy his successor. —Carriage Dealers' Journal.

PREFERS MARES

The Arab prefers mares to horses for these three reasons: Because a mare is more profitable, it being well known that from \$15,000 to \$20,000 have been received for the offspring of a single mare. A common Arab saying is: "The head of riches is a mare that produces a mare," and this idea is confirmed by the saying of Mohammed: "Give the preference to mares; their belly is a treasure, and their back a seat of honor. The greatest of blessings is an intelligent woman or a prolific mare." The second reason is that a mare does not neigh in time of war like the horse, and is less sensitive to hunger, thirst and heat. Thirdly, the little attention that a mare requires. She feeds on anything; on the same herbage as sheep and camels, and there is no need to have a watchman in attendance.

Sunday funerals in Chicago have been placed under the ban of the Carriage and Cab Drivers' Union.

HINTS FOR THE STABLE

A stable should be kept in clean, healthy condition, have good drainage and be light, and well ventilated.

Fifty-five degrees Fahr. is a good temperature.

The first and most important step to be taken in the care of a horse is to engage a good groom—the best is none too good.

Stable work should begin early in the morning, the horses be looked over to see if in good condition, free from possible injuries from kicking and casting, the bedding carried out and the horses fed and watered and groomed.

If the horse is not in regular service, he should be exercised, fed again at noon, for the third time about seven o'clock at night.

Oats and hay as regular diet, and white bran, linseed and carrots as extras.

To make bran mash: One-half pint linseed in pan, pour one quart boiling water upon it and let soak four hours; then take two and one-half pounds of bran and mix with it sufficient hot water to saturate it; stir in the linseed and it is ready to be eaten.

Carrots and apples should be given a horse every few days, as they form a pleasant change from the dry grain food upon which he lives. If possible horses should have access to water at all times.

If provided for in this way, a horse drinks often but slowly and a small quantity at a time, instead of becoming famished with thirst and then consuming a large amount of water at a drink.

There is an old-time, now dishonored superstition among stablemen and horsemen that water, except in very small doses and at rare intervals, is harmful to a horse. The truth is that in the fear of giving too much, the poor animals are restricted to a cruel extent. The injury comes through excessive thirst followed by excessive drinking.

Horses should be watered frequently, especially when traveling on the road and in hot, dusty weather.

Horses should be worked or exercised every day, keeping their muscles in good condition and the blood in normal, healthy circulation.

In regard to shoeing: Shoes should be made as light in weight as possible and yet wear sufficiently well. Shoes worn longer than four weeks should be removed from the feet of the horse and re-set, as beyond that time the hoofs become

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disproportionate in growth, the toes becoming so long as to cause stumbling.

The frog of the foot should have bearing on the ground, though no other part of the foot should be weakened thereby.

All shoes should have a level bearing on the foot, from toe to heel.

It is not the kind of shoe, but the manner of shoeing that is of the greatest importance.

The season of hot weather is here, when conditions are hard for all creatures that toil. The horse, perhaps more than any other laborer, is a victim of the hardships imposed by the torrid weather.

In order to make the conditions under which he works as favorable and comfortable as may be:

Provide him with a clean, well-ventilated stable.

See that he has a good fly-net for street wear and a sheet-blanket for protection from flies while standing in the barn.

When hauling heavy loads over city streets or on dusty roads, let him rest in the shade occasionally, and water him often. Do not, through fear of giving too much water, go to the opposite extreme and stint him to a cruel extent.

Drive him at a moderate, steady gait and avoid any spurts of speed.

Sponge him off with cold water when he comes back to the barn; removing all sweat and harness marks. Give him a carrot or an apple, a friendly pat and a word of appreciation for his service.—The Retail Coalman.

INCREASE IN ALFALFA

According to figures given in the Land and Irrigation Exposition's announcement Pennsylvania had only 52 acres of alfalfa in 1899. Now few counties in the state are without successful alfalfa fields. The extension of the area devoted to this crop in the past ten years is one of the wonders of our agricultural history. And here a question: Would such an increase have been possible without the agricultural press? Certainly not. Other journals have told some things about alfalfa, but the agricultural press alone has discussed its merits from a practical standpoint and instructed farmers how to grow it. These instructions, many times repeated to millions of readers, are very largely responsible for the growing of alfalfa in every state in the nation.—Stockman and Farmer.

In a horse a strong, muscular shoulder for strength is essential.

KING SOLOMON

A Brooklyn boy was asked to write an essay on Masonry and this is his production:

"King Solomon was a man who lived many years ago, and all the whole people in the country where he lived thought he was the whole push. He was an awful wise man, and one day two women came to him, each holding to the leg of a baby, nearly pulling it in two and each claiming to be the baby's ma. And King Solomon wasn't feeling right good, and he said: 'Why couldn't the brat have been born twins and stop all this bother?' And he called for his hatchet and was going to skidoo the poor, innocent kid, when the real mother of the baby said; 'Stop, Solomon, stay thy hand. Let the old hag have it. If I can't have a whole baby I won't have any.' Then Solomon told her to take the baby, for he knew it was hers, and go home and wash its face. He told the other woman to go chase herself. King Solomon built Solomon's Temple, and was the father of all Masons. He had 700 wives and 300 lady friends, and that's the reason there are so many Masons in the world. Papa says King Solomon was a warm member, and I think he was the hot stuff himself. That's all I know about King Solomon."

A LARGE ORDER FOR MOTOR TRUCKS

What is said to have been the largest contract for motor trucks in this country, was recently made with the R. L. Morgan Company of Worcester, Mass., by the South African Commerce Company of Johannesburg, South Africa. The contract calls for 100 trucks. They are to be used for hauling ore and general store supplies. The aggregate cost of the trucks is estimated at \$350,000.

DIXON'S ST. LOUIS BRANCH

The territory covered by the St. Louis branch of the Joseph Dixon Crucible Company has been considerably enlarged. Some additional salesmen have been employed and Mr. H. A. Van Derslice has been appointed branch manager in place of Mr. Samuel H. Dougherty, resigned.

The Pittsburg Motor Vehicle Company has received an order for twenty electric delivery wagons. Each has a capacity of 1,000 pounds and a guaranteed radius of 40 miles on one battery charge.

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LAUGH AND THE WORLD LAUGHS WITH YOU

HE RESTRICTED HIMSELF.

Tapes—But, if you cannot pay me, your tailor, why don't you restrict yourself in your expenditures?

Bounder—Oh, I am doing that very thing, my dear fellow. I haven't paid any bills for more than a year.—Life.

NEW USE FOR THE AUTO.

She (in a motor car)—What was the matter?

He—Oh, nothing.

She—Then why did you stop the machine and crawl under it?

He—I saw one of my creditors coming.—Boston Transcript.

SAFETY.

Farragut had just lashed himself to the mast.

"Much safer than getting nailed to the Pole," he observed.

Herewith he was pleased to note the absence of controversy.—New York Sun.

NOT EASY.

With Nature getting sad and sere
Beneath the autumn yoke,
A fellow has to persevere
To freshen up a joke.

GATHERING DATA.

"An explorer certainly ought to acquire enough material for a lecture."

"That's my wife's aim when she explores my pockets."

SEEMS REASONABLE.

"Everybody feels that he ought to see Shakespeare."

"That's one reason why they don't go, I reckon," remarked the theatrical manager.

LEAKY.

"I see that Peary found many crevices at the pole."

"So the roof of the world needs shingling, eh?"

WHAT'S WATTS?

The Major—Watts' wife is a suffragette.

The Colonel—What's Watts?

"A sufferer."—Smart Set.

NOT A PERMANENT CURE.

A Kansas colored man complained to his storekeeper that a ham which he had purchased was not good.

"The ham is all right, Zeph," said the storekeeper.

"No, it hain't boss," insisted the negro.

"How can that be?" argued the storekeeper. "It was only cured last week."

"Wal, sah," said Zeph, scratching his head reflectively, "den it mus' have had a relapse."

NOTHING MIRACULOUS.

"You had rheumatism in your right leg for years and were cured of it in an instant? How?"

"By being accidentally mixed up in a train wreck. My right leg is a cork leg now."—Chicago Tribune.

AFTER THE HONEYMOON.

"Pa, what's the difference between idealism and realism?"

"Idealism, my son, is the contemplation of marriage; realism is being married."—Boston Transcript.

GOT THE FIGURES MIXED.

The Gentleman at the Foot of the Stairs—Great-esh difficulty getsh here 't all. F'got whether you told me t' have two drinks an' come home at eleven, or elevnsh drinks an' come home at two.—The Sketch.

METHOD.

"What makes you keep on asking me if the razor hurts?" asked the man who was being shaved. "I've said 'yes' three times and it hasn't made any difference."

"No," answered the barber. "I was merely trying my razors out to see which of 'em wants honing."—Washington Star.

AN IMPORTANT USE.

"Has any use been discovered for the vermiform appendix?" asked one student.

"Yes," replied the other. "It has helped many deserving physicians to attain a good income."

The people of Berlin have eaten nearly 30,000 horses in the last three months. They have learned the trick of beating the beef barons.

ADVANTAGES OF CONCRETE CONSTRUCTION

By J. P. N. Perry, before the National Association of Cement Users.

In addition to the ability of concrete to withstand the cracking which putting a building into a state of refrigeration sets up, its fireproof and waterproof qualities must be admitted; and the elimination of vibration in a reinforced concrete mill building, even under the most severe machinery movements, must have some bearing on the possibility of this material being best for cold-storage plants when vibration means unsettling insulation, cracking water-proofing and doing similar other damage. Taking into account also the load-sustaining properties of concrete, which it is almost unnecessary to mention to those who know the substance at all, and regarding with a critical eye its permanence, which means elimination of repairs and maintenance charges, the unbeliever must acknowledge that reinforced concrete certainly is entitled to trial for cold-storage structures.

That it has been used in face of the sharp competition it has had to meet is due to the readiness with which it meets all specifications and the economy it effects when compared to other fire-proof structures. Reinforced concrete building of reasonable size, that is, costing \$60,000 and upward, can be, and actually have been, erected at costs running from 10 to 20 per cent. lower than the best bid received for steel construction on the same plans. On medium propositions concrete will not exceed first-class mill construction by more than 10 per cent., and in several instances where the estimated cost of the building has run over \$150,000, the figures submitted by the concrete contractors have been slightly lower than those of the mill construction men.

For special construction necessitating long spans, irregular column spacing, unusually heavy loads, curtain walls, or like unique features, concrete is particularly well adopted, and under just such conditions has proved itself time and time again.

The insurance question, which is so much mooted among the cold-storage interests, has direct bearing on the use of reinforced concrete. Baltimore and San Francisco tested concrete and found it good.

CORN AS A STAPLE CROP IN LOUISIANA

Early ideas of Louisiana are so intimately associated with the sugar, molasses and cotton industry that few are prepared to give credence to the fact that Louisiana is becoming a great corn state. Last year's corn crop was estimated at 20,000,000 bushels. Owing to devastations of the boll weevils in many parishes, it is thought that the crop for this year will reach twice as much, or 40,000,000 bushels, and, if it is handled judiciously, there will be very large exportations from the state. There is a new problem for the people of Louisiana to work out in this new production, says *The Horse World*. Corn in many states in the North may be allowed to stand in the field until late in the season. This is not permissible in Louisiana. It must be gathered and taken care of by keeping it dry and well aired until marketed. In many localities this preparation is not made, and there will be much loss on this account. The Louisiana Planter and Sugar Manufacturer, in an article on this subject, says:

"The sudden increase in this great crop and the sudden making of it into a marketable crop will develop so many new conditions that we are afraid the incidental trouble and friction may result in our farmers and planters getting less for their crop than its true value. Some ten or twelve years ago there was quite a large corn crop produced in the parish of Lafayette. The farmers there found that they had ample corn supply for their own use and a surplus for market and in selling it in the town of Lafayette they could only get 25 cents a bushel for it. This story was told there at one of the meetings of the Louisiana State Agricultural Society and it is the common experience where efforts are not made to provide for proper distribution of any crop.

It is gratifying to know that attention is already being given to this matter and it is said that the Board of Trade of New Orleans will take up the matter formally and endeavor to arrange satisfactory methods for the distribution of this coming crop, which, on the present basis of values, would have a total value of over 30 millions of dollars and the one-half that perhaps may be offered for sale would represent a value of about 15 millions of dollars."

EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY

A WORD FOR THE FAITHFUL HORSE

Of all the brute friends of man the horse is certainly by far the most useful and the most valuable to him. In these latter days he earns the living for his master, his master's family and himself; usually works six days a week and hauls the family around on the seventh, accepts the poorest shelter or none at all, takes what food his master allows him uncomplainingly, is always ready to do his best at any task to which he is assigned and through thick and thin, bad luck or good, weal or woe, is the reliable, faithful, efficient and optimistic friend of his master, his family and his interests.

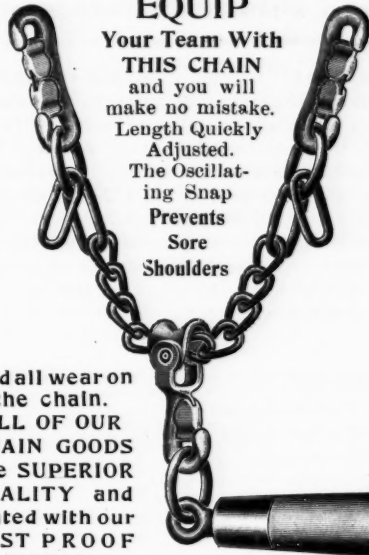
In peace the horse toils for man in many ways; in war he suffers and dies for him. In disaster he carries his master out of danger; in victory he bears him proudly in the triumphal march. He shares his sorrows and his poverty in full and gets but little share in his prosperity. Though he would enjoy rest and recuperation in the green fields, he contentedly toils and struggles at his task on the bare roads between them. Blows he receives patiently from the hands of his taskmaster, nor resents them except when long continued, and sometimes not even then. Worn and weary he drags out his life day in and day out, whether he is mortally ill or weakened for loss of rest, or lack of food. He coins his lifeblood for his master, every heartbeat is for his master's welfare, and he is truer to man than man is to himself. In war, in peace, in sorrow, in joy, in wealth, in poverty, the horse, the nobility of the animal race, is the closest, most valuable, most noble, most intelligent friend of man. His name is benevolence.

It is a stinging disgrace to human nature that there must be humane societies to teach some men, to compel others and to remind almost all that they must be kind to this noble friend. It is a shame that in bad weather the horse is neglected, unfed, unsheltered from the storm, left to thirst intensely, ridden to exhaustion and treated as inanimate, yet such is the case. He is buggy ridden, sleigh ridden, worked to death.

Let those who deal with the horse be careful of the comfort of the faithful friend of man. Let those of humane instinct aid the humane society in its efforts to prevent abuse of an agent through whose efforts is due almost as much of the wealth, comfort, convenience, civilization and progress of man as to any other agency of which he avails himself.

EQUIP

Your Team With
THIS CHAIN
and you will
make no mistake.
Length Quickly
Adjusted.
The Oscillat-
ing Snap
Prevents
Sore
Shoulders

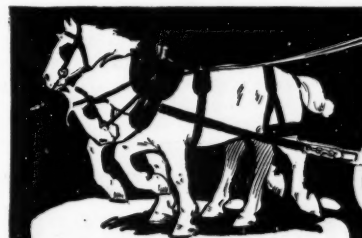


And all wear on
the chain.

ALL OF OUR
CHAIN GOODS
Are SUPERIOR
QUALITY and
plated with our
RUST PROOF
METAL.

Ask Your Dealer For Them

COVERT'S SADDLERY WORKS,
INTERLAKEN, N. Y., U. S. A.



Cured Six Ringbones

1011 Kaufman Ave., Dubuque, Ia., Feb. 11, 1909.
Dr. B. J. Kendall Co., Enosburg Falls, Vt.
Gentlemen:—Please send me your book
called "Treatise on the Horse." I have used
your Spavin Cure for years. At present I am
doctoring a horse that has a Ringbone. This
will make the sixth one we have cured with
your medicine. It has given the best of
satisfaction in all cases.
Yours truly, Frank Meyer.

Kendall's Spavin Cure

for 40 years has led the medical world in the
treatment of Spavin, Ringbone, Curb, Splint,
Swellings, Sprains and Lameness of all
kinds. It is the one remedy that thousands
of experienced horsemen have come to depend
upon absolutely. Never causes blisters, scars
or white hair spots. As good for man as for
the horse. Keep it on hand for emergencies.
\$1 a bottle. 6 for \$5. Buy of your druggist,
and ask for "A Treatise on the Horse"—a
valuable free book, or address

Dr. B. J. Kendall Co., Enosburg Falls, Vt.

WHY A HORSE ACTS NAUGHTY

John Barker, the town marshal of Harrisonville, Kan., overheard the following conversation between two little girls who are not yet old enough to go to school: "What makes a horse act naughty when he sees an auto?" one asked.

"It's this way," replied the other. "Horses is used to seein' other horses pullin' rigs, and they don't know what to think of 'em going along with-out a horse. I guess if you was to see a pair of pants walkin' down the street without a man in 'em, you'd be scared too."

Minneapolis Motor and Truck Company.

The Minneapolis Motor & Truck Company is the name of a new concern recently organized in Minneapolis to engage in the manufacture of automobile trucks. The incorporators are Frank Healy, Dr. W. B. Murray, Col. C. F. Budtz, M. A. Gerber and H. H. Natwick. The capital stock is \$500,000, and plans have been drawn for the erection of a plant at Ninth street and Ninth avenue southeast, to cost \$100,000. Several different models have been decided upon, including three-ton and six-ton trucks. Also a Model A car, with a hauling capacity of one ton, built with a straight deck that may be used as an ornamental box wagon body or as a stake wagon. The entire line will be equipped with three cylinder two-cycle motors, and all will be shaft driven except the six-ton truck, which will be driven with side chains direct to the rear axle.

Make Big Money Training Horses!

Prof. Beery, King of Horse Tamers and Trainers, has retired from the Arena and will teach his wonderful system to a limited number, by mail.

**\$1200 to \$3000 a Year
At Home or Traveling**



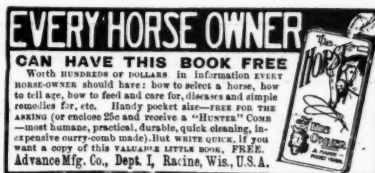
Prof. Jesse Beery is acknowledged to be the world's master horseman. His exhibitions of taming man-killing horses, and conquering horses of all dispositions have thrilled vast audiences everywhere.

He is now teaching his marvelously successful methods to others. His system of Horse Training and Colt Breaking opens up a most attractive money-making field to the man who masters its simple principles.

Competent Horse Trainers are in demand everywhere. People gladly pay \$15 to \$25 a head to have horses tamed, trained, cured of habits—to have colts broken to harness. A good trainer can always keep his stable full of horses.

If you love travel, here is a chance to see the world, giving exhibitions and making large profits. You will be surprised to learn how little it costs to get into the Horse-Training profession.

Write and Prof. Beery will send you full particulars and handsome book about horses—FREE. Address Prof. Jesse Beery, Box 84, Pleasant Hill, Ohio



New Jersey—Sale

A Splendid Investment.—An elegant Plot, 170x285 feet, on which there is a **Large Livery Stable**, 32 stalls, offices, harness room, wash house, coachhouse and ample carriage room; five teams can be hitched on the floor at once: carriage repository, paint and repair shops: the property entire is for sale, including the carriage business: the stable proper is under lease at \$600 per year: here is a **fine business as well as a splendid investment**, the rental paying good interest on the price asked, less than its value: buildings alone could not be put up for the price of the whole: on busy street, in hustling town, 20 miles from New York, good trade and old established stand, price of property \$10,000, and \$1,000 for Carriage Business.

FRANK M. MOORE,

70 Schureman St.

New Brunswick, N. J.

For Sale

Street Sweepers, 20 machines of various makes, in No. 1 condition.

A. H. GREELY,

1111 Superior Viaduct,

Cleveland, Ohio.

An Advertisement in the Team
Owners Review brings Results.

CARRIAGE DEALERS' CONVENTION

The twentieth annual convention of the National Carriage eDalers' Protective Association will be held during the week of October 4-9, 1909, at Grand Central Palace, New York City.

The exhibit of carriages, harness, automobiles and accessories will be opened promptly at 8 A. M., on Monday morning, October 4th. The first meeting of the association for the election of officers and transaction of routine business will be called promptly at 10.30 A. M. on Wednesday, October 6th, to be followed by afternoon sessions possibly on Wednesday and Thursday afternoons.

TWENTY-FIVE THOUSAND CARS

Twenty-five thousand cars of the Studebaker-Flanders "20" is the number the Studebaker Automobile Co., at South Bend, Ind., has announced will be built for the trade of 1910.

This car is said to be a four-cylinder, water-cooled motor, 100-inch wheel base, 32-inch tires, pressed steel frame and pressed steel body made in two types, a two-passenger runabout with large deck and a two-seat surrey suburban type. And at the price of \$750, including a magneto.

This is getting the price down where we can all ride in automobiles after awhile.

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Cleveland Axle Mfg. Co.
Timken Roller Bearing Axle Co.

AXLE GREASE.

Frazer Lubricator Co.
Dixon Crucible Co.

BRUSHES.

Hunter Brush Co.

COVERS.

Pittsburg Waterproof Co.
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DERRICKS.

W. H. Breen.

DRAYS AND TRUCKS.

The Auburn Wagon Co.

DRAFT SPRINGS.

Beecher Draft Spring Co.

HELVE HAMMERS.

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HAMES.

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Rochester Tire Heater Co.

TIRE SETTERS.

The West Tire Setter Co.

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TRANSFER COMPANIES' DIRECTORY.

Names and Addresses of Prominent Transfer Firms and Forwarders of Freight From All Parts of the Country.

AURORA, ILL.

Thompson Transfer & Storage Co.
Office, 67 S. Broadway.
Storage, Draying, Packing and Freight Hauling
A Specialty.
Reduced rates South West and North West.

BOSTON, MASS.

BOSTON
Forwarding & Transfer Co.
General Offices, 310 Congress Street.
Recognized Forwarding Agents.

BOSTON, MASS.

F. KNIGHT & SON,
(CORPORATION.)
61 OLIVER STREET,
Forwarders and Contractors.

BOSTON, MASS.

"WE MOVE EVERYTHING."
R.S. Brine Transportation Co.
43 India Street,
TRUCKING, FORWARDING AND RIGGING,

BRIDGEPORT, CONN.

Lattin Storage and Trucking Co.
TRUCKS, VANS, CARTS, EXPRESS.
Consign Carloads or Less to Us for Delivery. Store a Surplus Stock With Us it is Ready for Your Trade.
TWO STORAGE WAREHOUSES.
Office: 365 Water Street.

BUFFALO, N. Y.

THE BUFFALO STORAGE
AND CARTING CO.
Unsurpassed Facilities for Storing, Handling, Transferring and Forwarding Goods.

BUFFALO, N. Y.

Niagara Carting Co.
223 Chamber of Commerce.
GENERAL CARTAGE & STORAGE,
Transferring Car Load a Specialty.

BUFFALO, N. Y.

O. J. Glenn & Son
EVERYTHING IN THE LINE OF MOVING,
CARTING, PACKING, STORAGE.
Office, 44 Church Street.

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CITY TRANSFER
JOSEPH BALL, Prop'r.
Office: 223 Elm Street.
General Cartage and Storage.

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Cummins Storage Co.
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STORAGE, DRAYING, PACKING AND
FREIGHT HANDLING A SPECIALTY.
Unsurpassed Facilities for Handling Pool Cars

CHICAGO, ILL.

Bekins Household Shipping Co.
Shippers of
Household Goods and Emigrant Movables Only.
Reduced Rates to Pacific Coast & Colorado
Offices—First National Bank Building, Chicago, Ill.
146 So. Broadway, Los Angeles, Cal.
12th and Mission Sts., San Francisco, Cal.
1916 Broadway, Oakland, Cal.

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F. C. Weintz, Pres. & Treas. E. J. Weintz, Sec'y
WEINTZ EXPRESS & TRANSFER CO.
Custom House License.
Car load distribution and forwarding a specialty.
Best facilities in Chicago.
Established 1897 Incorporated 1897
Main Office and Warehouse, 55-60 Sherman Street. City Office, 411 Lakeside Building.
Telex Har. 696 & 697. Tele Har. 5549.

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THE
MERCHANTS DRAYAGE CO.
Special attention given to the
distribution of Carload
freight.
Phone 1683. Office, No. 6 W. Third St.

CINCINNATI, OHIO

John B. Stueve Harry J. Stueve
John B. Stueve & Son
Express
Car Loads Distributed and Forwarded.
Phone, West 1740. 842 W. Sixth St.

CINCINNATI, OHIO.

PETER HUGHES,
No. 204 Sixth Street, East.
Forwarding & Distributing.

CLEVELAND, OHIO.

Cuy. Phone, Central 928 L.
Winkler & Lapu
Movers of Buildings
5323 Lorain Avenue,
Erecting a Specialty. Prompt and Careful
attention given to all work.
GENERAL TEAMING.

CLEVELAND, OHIO

The General Cartage
and Storage Company.
No. 1111 Superior Viaduct.
CARTAGE, STORAGE & PARCEL DELIVERY,
Car Loads Distributed and Forwarded.

COLUMBUS, OHIO.

"We Deliver The Goods"
The American Delivery Co
352 N. High St.
Transfer. Storage.
Forwarding.
H. G. Stouffer, Manager.

DENVER, COL.

PECK DELIVERY COMPANY
S. C. PECK, Proprietor.
Manufacturers' Agents and Distributors.
STORAGE, PACKAGE DELIVERY.
Distribution of Large or Small Con-
signments a specialty.

DENVER, COL.

THE WEICKER-CLIFF
TRANSFER AND STORAGE COMPANY,
Office, 1053 Seventeenth St.
Warehouses, { 1133-37 Ninth Street.
{ 1429-39 Wewatta Street.
Distribution of Car Lots a Specialty.

DES MOINES, IOWA.

Blue Line Transfer Co.
311 FIFTH ST.,
STORAGE and FORWARDING,

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MERCHANTS TRANSFER CO.,
WAREHOUSEMEN
 AND
FORWARDERS.

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H. J. READING TRUCK CO.
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GENERAL CARTAGE AGENTS,
 For Wabash and Canadian Pacific Railways.
SUPERIOR FACILITIES FOR HAULING AND
ERECTING ALL KINDS OF MACHINERY.

EL PASO, TEXAS.
Pomeroy's
El Paso Transfer Co.
 Offices: 300 to 310A South Oregon Street,
 and Union Passenger Depot.
General Transfer and Heavy Trucking of all kinds
Storage. Large or small consignments
 given prompt attention.

ERIE, PA.
THE ERIE STORAGE
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 Two Warehouses located on
 Trackage of L. S. & M. S. R. R.
The Only Exclusive Warehousemen.

FORT WAYNE, IND;
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Moving, Carting, Storage and
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 125 W. Columbia Street.

FORT WORTH, TEXAS.
BINYON TRANSFER & STORAGE CO.
 FRONT AND THROCKMORTON STS.
 Receivers and Forwarders of Mer-
 chandise. Furniture Stored, Packed
 Shipped and Moved.
 Hauling of Safes, Machinery and Freight
 a Specialty. Telephones 187-

FRANKLIN, PA.
S. T. Karns Sons Co.
MOVER, TRANSFERRER, STORER
AND FORWARDER,
 159 THIRTEENTH STREET.

GENEVA, N. Y.
P. O'MALEY
 Proprietor
City Truck Line
 Office No. 78 North St.
Unsurpassed facilities for Storing, Handling,
Transferring and Forwarding Goods.

HARTFORD, CONN.
The Bill Brothers Co.
TRANSFER & STORAGE,
 Special Facilities for Moving Mach-
 inery, Safes, Furniture, Pianos, etc.
STORAGE WAREHOUSES with separate
 apartments for Household Goods, and
 Railroad Siding for Carload Shipments

HELENA, MONT.
Benson, Carpenter & Co.
RECEIVERS & FORWARDERS
 Freight Transfer and Storage Warehouse
 Handling "Pool" Cars a Specialty
TRUCKAGE FACILITIES

HOLYOKE, MASS.
 Trucking of all descriptions,
WM. H. MOREHOUSE Transfer,
 105 Main Street,
 Phone Conn. Holyoke, Mass.

HOLYOKE, MASS.
 THE
Sheldon Transfer Co.
Express Trucking, Heavy Teaming,
General Forwarders.

IOWA CITY, IOWA.
Merchants Dray & Storage Company,
Storers, Movers & Forwarders.
 Dealers in Safes.
Consignments of Goods Solicited.
 Two Storage Warehouses.
 OFFICE, 408 EAST COLLEGE STREET.

KOKOMO, IND.
J. L. Griffith & Son,
Household Furniture Storage Co.
 Both Phones Cor. Buckeye & Taylor Sts.
 No. 29. **ALL KINDS OF TEAMING.**

LANCASTER, PA.
Keystone Express Co.
 General Transfer and Drayage.
 Office: Cor. Prince and Chestnut Streets,
 T. N. Hostetter, Mgr.
 Furniture and Merchandise of Every De-
 scription carefully handled.
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W. K. MORSE,
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CONNECTED WITH ALL RAILROADS IN
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WE MOVE EVERYTHING.
ALL KINDS OF TEAMING.

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 Unsurpassed facilities for Storing.
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 and Household Goods.

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Clark's Naugatuck Express
MOVING, PACKING & STORING
OF FURNITURE & PIANOS.
GENERAL HAULING.
 P. O. Box 151. Residence 25 Cherry St

NEW BRUNSWICK, N. J.
Empire Trucking Co.
LIGHT AND HEAVY TRUCKING, STORAGE,
TRANSFERRING AND FORWARDING OF GOODS
 Manufacturers of Wales Patent Hoist
 for pianos, safes, etc., strongest,
 simplest and most efficient.

NEW HAVEN, CONN.
The Peck & Bishop Co.,
 Offices, 183-185 Orange St., 25 Union St.,
 Passenger Depot.
Best of Facilities for Moving Furni-
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STORAGE WAREHOUSE.

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Mover and Shipper.**
Safe Mover.
Freight and Baggage Transfer.
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VANS AND LIFT VANS.

Household Goods forwarded to all parts of the World and delivered or stored in New York. Special care given to consignments from other Warehouses.
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The Meade Transfer Co.
GENERAL
FREIGHT FORWARDERS.
Transfer Agents of the
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MAIN OFFICE, P. R. R. PIER, 1 N. R..

NORWALK, CONN.

L. J. Reynolds & Son,
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**BAGGAGE EXPRESS. GENERAL
TRUCKING. STORAGE.**
Car Loads Distributed and Forwarded

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CARNAHAN
TRANSFER & STORAGE CO.
STORAGE AND PACKING.
PIANO MOVING A SPECIALTY.

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Packers, Movers, Storers and Shippers of Works of Art, Furniture and Household Goods.

PITTSBURGH, PA.

Weber Express & Storage Co.
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Moving, Packing and Storing of
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PITTSBURGH, PA.

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MOVING, PACKING AND STORING
BAGGAGE & FREIGHT DELIVERY
Carriages and Coupes for Weddings, Receptions,
Parties, &c.
Bell Phones, 2288 & 169 Hiland P. & A. 169 East
OFFICE, 6344 PENN AVENUE, E. E.

PITTSBURGH, PA.

SHIELDS
Transfer & Storage Co.
General Office, 4759 Liberty Avenue.
Packers, Movers, Storers and Shippers of
Furniture, Pianos and all classes
of Household Goods.

PITTSBURGH, PA.

813 W. Diamond St., North Side.
J. O'NEIL
Express and Storage,
Unsurpassed Facilities for Storing,
Handling, Transferring and
Forwarding Goods.

PORTLAND, MAINE.

CHASE TRANSFER CO.
GENERAL FORWARDING AGENTS
Eastern Steamship Co., Maine Steamship
Co., Grand Trunk Ry.
Special attention to Carload Consignment.
FRANKLIN WHARF,

PORTLAND, ORE.

**NORTHWESTERN TRANSFER
COMPANY,**
45 First Street,
General Forwarding Agents.
Special Attention Given To Pool Cars.

ROCKFORD, ILL.

Red Line Transfer & Storage.
M. H. LORDE, Prop.
We Store, Pack and Ship Household Goods
on Short Notice. Pianos a Specialty.
Local Agents of the American Forwarding Co.
OFFICE: WAREHOUSE:
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SAN ANTONIA, TEX.

HENRY C. RIPS,
304 EAST SIDE ALAMO PLAZA.
Piano, Furniture Moving, Packing,
Storing; Correspondence Solicited.

SCRANTON, PA.

G. W. Brown
Office: Lackawanna and Cliff Streets,
DRAYMAN AND RIGGER.
Largest and Most Complete Warehouse in
N. E. Pennsylvania.
STORING, TRANSFERRING AND FORWARDING

SCRANTON, PA.

STORING, TRANSFERRING AND FORWARDING

TO **Scranton** PA.
Farrells Transfer & Storage.
230 Lackawanna Ave.

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CARTAGE & STORAGE.
Car Loads Distributed and Forwarded

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COLUMBIA TRANSFER CO.,
Special attention given to the
distribution of car load freight.
Depots: St. Louis, Mo., & East St. Louis, Ill.

ST. LOUIS, MO.

**ST. LOUIS
Transfer Company,**
400 South Broadway,
Agents for All Railroads Terminating at
East St. Louis and St. Louis,

TRENTON, N. J.

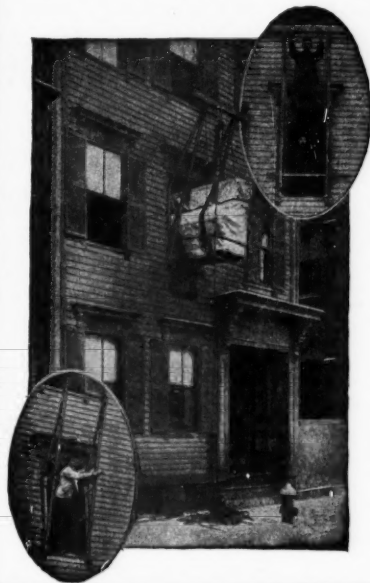
Petry's Express and Delivery
HEAVY TRUCKING.
Piano and Furniture Moving.
Baggage Transferred and Delivered. Light
Delivery Work and Distributing
a specialty.
Office: 320 E. State St. L. D. Phone. 451

YORK, PA.

**HENRY HURST'S
Drayline**
**All Kinds of Hauling on Short
Notice**
122½ North George Street.

**Who Wants This
Space ?**

The Breen Patent Adjustable Derrick



The Greatest Device for
Hoisting Pianos, Safes,
etc. ever invented.

SAVES TIME, LABOR AND MONEY.

Thousands of them now
in use all over the United
States and Canada....

Write for ILLUSTRATED CATALOGUE and PRICES.

Also Piano Covers, Harness,
Blocks and Falls.

WM. H. BREEN,

172 Main Street, Boston, Mass.

AGENTS WANTED.



The Myers & Shinkle Co.

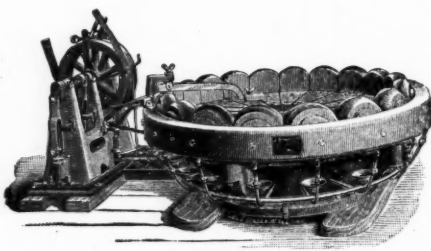
711 Liberty Street,
PITTSBURGH, PA.

DRAY RECEIPTS
RAILROAD RECEIPTS
ORDER SHEETS
BLANKS
BOOKLETS
BILL HEADS
LETTER HEADS
Etc., Etc.

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C. D. & P. - - 259 Grant

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and
RECEIPT HOLDERS
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INKS, PENCILS, PENS
Etc., Etc.

THE
"West Hydraulic" Tire Setters



are no experiment, but the result of thirty years' experience in "setting 'em cold," and have overcome prejudice by doing their work RIGHT. That's how they won their great reputation, and it's the cause of their popularity.

There are hundreds of them in use in the United States, Canada, Mexico, England, France, Germany, Russia, Belgium, Australia, India and other foreign countries. Built in various sizes to meet all requirements.

Write us and we will tell you more about them.

THE WEST TIRE SETTER COMPANY,
ROCHESTER, N. Y.